



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning

### Transportation Committee Agenda

Friday March 6, 2009

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

#### 1.0 Call to Order and Introductions 9:30 AM

Luann Hamilton, Committee Chair

#### 2.0 Agenda Changes and Announcements

#### 3.0 Approval of Minutes

The draft minutes from the January 16, 2009 meeting are attached.

ACTION REQUESTED: Approval of minutes of the January 16, 2009 meeting.

#### 4.0 Coordinating Committee Reports - Tom Cuculich

An update will be given on the Programming Coordinating Committee's February meeting.

ACTION REQUESTED: Informational

#### 5.0 RTA Update – Leanne Redden

This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Discussion

#### 6.0 Economic Recovery Package - All

The President signed the American Recovery and Reinvestment Act (ARRA) into affect on February 17, 2009. Implementation of the ARRA in northeastern Illinois will be addressed.

ACTION REQUESTED: Discussion

## **7.0 Transportation Improvement Program (TIP) – Holly Ostlick**

### **7.1 Transportation Improvement Program Revisions**

Approvals of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached. Included in the attachment are some of the projects proposed to be funded through the ARRA.

ACTION REQUESTED: Approval of TIP revisions exceeding amendment threshold.

### **7.2 State/Regional Resources Table**

The State/Regional Resources Table has been updated to represent American Recovery and Reinvestment Act funding.

ACTION REQUESTED: Accept the State/Regional Resources Table

### **7.3 Semi-annual RTP/TIP Conformity analysis and TIP Amendment**

The public comment period for the conformity analysis on the RTP and the TIP and the TIP amendment has closed. No comments were received. The Transportation Committee is asked to recommend CMAP Board and Policy Committee approval of the RTP/TIP conformity analysis and TIP amendments.

ACTION REQUESTED: Recommend MPO Policy Committee approval and CMAP Board approval of the RTP/TIP Conformity Analysis and TIP amendments.

### **7.4 Designated Recipient**

The MPO endorses the allocation of Section 5307 and Section 5340 Capital and Planning funds between Illinois, Indiana and Wisconsin, and designates recipients on an annual basis. The American Recovery and Reinvestment Act (ARRA) funds are also being split with Indiana and Wisconsin. The RTA Board has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin and approved the FY09 allocations to the service boards. The apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake, IL/WI urbanized area are based on percentages. The sub-allocation between IN/IL is 4.386984% of the total amount will be sub-allocated to northwestern Indiana and 95.613016% will be sub-allocated to IL. The sub-allocation between WI/IL is 2.202415% of the total amount will be sub-

allocated to southeastern Wisconsin and 97.797585% of the total amount will be sub-allocated to northeastern Illinois. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$244,600,000. The funds have been distributed as follows: \$141,800,000 to the CTA; \$69,900,000 to Metra; and \$32,900,000 to Pace. The ARRA funds for northeastern Illinois totals \$414,195,957. The funds have been distributed as follows: \$240,234,915 to the CTA; \$140,825,605 to Metra; and \$33,135,437 to Pace.

ACTION REQUESTED: Recommend MPO Policy Committee approval of the resolutions; four regarding funding splits with Indiana and Wisconsin about 5307/5340 and the ARRA funds and six regarding the designated recipients of the 5307/5340 and the ARRA funding.

#### **8.0 Illinois Transportation Enhancement Program – Keith Sherman**

Programming ITEP funds through the MPO was discussed at the last Transportation Committee and IDOT agreed that appropriate staff would attend the March TC meeting to answer any questions that arose from the previous discussion and discuss options with the Committee.

ACTION REQUESTED: Discussion

#### **9.0 GO TO 2040**

##### **9.1 Red Cross – Emergency Preparedness - Red Cross staff**

Presentation by Red Cross on the work they are doing for CMAP on emergency preparedness.

ACTION REQUESTED: Informational

##### **9.2 Major Capital Projects - Ross Patronskey**

Draft evaluation measures for selection of major capital projects and scenario evaluation for the *GO TO 2040* plan will be presented and discussed.

ACTION REQUESTED: Information

##### **9.3 Scenario Process Updated - Bob Dean**

Staff will update the committee on the process of scenario definition and evaluation.

ACTION REQUESTED: Information

## **10.0 Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

### **10.1 Revised CMAQ Procedures (Doug Ferguson)**

The CMAQ Project Selection Committee has discussed many strategies for creating a more effective programming process to assure that the region gets the congestion reduction and air quality improvements of projects more quickly and does not have a large amount of unobligated funding in danger of being lost to the region. The recommended programming revisions were presented as an informational item at the January Transportation Committee meeting. The recommended programming revisions as approved by the CMAQ Project Selection Committee are attached.

ACTION REQUESTED: Recommend approval of the CMAQ programming revisions to the MPO Policy Committee and CMAP Board.

### **10.2 Bicycle and Pedestrian Methodologies (Doug Ferguson)**

The CMAQ Project Selection Committee has recommended changes to the programming policies and project ranking methodologies for bicycle and pedestrian facility applications. A memo prepared for the CMAQ Project Selection Committee outlining the proposal is attached.

ACTION REQUESTED: Recommend MPO Policy Committee approval and CMAP Board approval of proposed changes to CMAQ programming policies.

## **11.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

## **12.0 Other Business**

## **13.0 Next Meeting**

The next meeting is scheduled April 24, 2009 at 9:30 a.m. in the Cook County Room.

## **14.0 Adjournment**

**Transportation Committee Members:**

___ Charles Abraham	___ Don Kopec	___ Joe Schofer
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Rocky Donahue	___ Mike McLaughlin	___ David Simmons
___ John Donovan***	___ Jan Metzger	___ Steve Strains
___ John Fortmann	___ Arlene Mulder	___ Vonu Thakuriah
___ Bruce Gould	___ Randy Neufeld	___ Paula Trigg
___ Rupert Graham, Jr	___ Jason Osborn	___ David Werner***
___ Jack Groner	___ Leanne Redden	___ Ken Yunker
___ Luann Hamilton*	___ Thomas Rickert	___ Tom Zapler
___ Fran Klaas	___ Mike Rogers	___ Rocco Zucchero

**\*Chair**

**\*\*Vice-Chair**

**\*\*\*Non-voting**



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## Chicago Metropolitan Agency for Planning

Draft Minutes

January 16, 2009

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower

Chicago, Illinois

**Members Present:** Chair - Luann Hamilton – CDOT, Chuck Abraham - IDOT- DPIT, Maria Choco-Urban – CNT , Bruce Christensen - Lake County , Steve Coffinbarger - Kane/Kendall County, John Donovan – FHWA, John Fortmann - IDOT District One, Rupert Graham – Cook County, Don Kopec - CMAP, Christina Kupkowski - Will County, David Kralik - Metra, Randy Neufeld - Bicycle and Pedestrian Task Force, Les Nunes – IDOT OPP, Jason Osborn - McHenry County, David Simmons - CTA, Peter Skosey – Metropolitan Planning Council, Steve Strains – NIPRC, Sidney Weseman - RTA, Tom Zapler – Class 1 Railroad Companies, Rocco Zuccherro – Illinois Tollway

**Members Absent:** Michael Bolton – Pace, Thomas Cuculich – DuPage County, Robert Hann – Private Providers, Arlene J. Mulder – Council of Mayors, Mike Rogers - IEPA , Joe Schofer - Northwestern University, Dick Smith – IDOT OP&P, Vonu Thakuriah - UIC-UTC, David Werner – FTA - USDOT Chicago Metro Office, Ken Yunker - SEWRPC

**Others Present:** Kristen Bennett, Chalen Daigle, Kama Dobbs, Chad Riddle, David Seglin, Holly Smith , Vicky Smith, Chris Staron, Mike Sullivan, Emily Tapia-Lopez, Dan Thomas, Mike Walczak, Tammy Wierciak

**Staff Present:** Patricia Berry, Bob Dean, Teri Dixon, Doug Ferguson, Tom Murtha, Roseann O’Laughlin, Holly Ostdick, Russell Pietrowiak, Joy Schaad

## **1.0 Call to Order and Introductions**

Luann Hamilton, Committee Chair, called the meeting to order at 9:40 a.m.

## **2.0 Agenda Changes and Announcements**

There were no changes to the agenda.

## **3.0 Approval of Minutes**

On a motion by Mr. Kopec, seconded by Mr. Weseman, the December 12, 2008 minutes were approved. Vote: All Ayes. Motion Carried.

## **4.0 Coordinating Committee Reports**

The Coordinating Committee representatives requested CMAP staff to provide updates. Mr. Kopec stated that at the Planning Coordinating Committee, the city of Chicago and their consultant presented the central area plan. Additionally presented at the meeting was a status update of the *GO TO 2040 Plan* and various snapshots. Ms. Berry stated the Programming Coordinating Committee discussed comments on the draft DRI process and ULI proposed process. The Programming Committee directed staff to take aspects of the ULI proposed process along with revisions to the draft process that was released for public comment and create a new CMAP DRI recommendation for consideration at the February Programming Coordinating Committee meeting.

## **5.0 RTA Update**

Mr. Weseman informed the committee that RTA has met twice since the last Transportation Committee meeting. RTA has approved its budget for the 2009. Mr. Weseman stated that the primary budget sources are suffering along with everyone else at this time. In January, the RTA board authorized short term borrowing and agreed to keep the current budget intact.

## **6.0 Transportation Improvement Program (TIP)**

### **6.1 Transportation Improvement Program**

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. The four reports with amendments and revisions were posted on the web site for seven day public comment period and no comments were received. Ms. Ostdick also made the committee aware that three new Metra projects were not shown on the report but have been administratively modified into the TIP. She stated the projects are 18-09-1040, purchase up to 10 diesel locomotives, 18-09-1410 purchase bi-level cars, and 18-09-2400 CREATE right of way acquisition.

On a motion by Mr. Wesemen seconded by Mr. Kralik, the not exempt and exempt project amendments were amended into the TIP. Vote: All Ayes. Motion Carried.

## **6.2 Biannual TIP/RTP Conformity Analysis and TIP Amendments**

Ms. Ostdick requested that the committee release the Biannual TIP/RTP Conformity Analysis and TIP Amendments for a 30 day public comment period from January 16 to February 15, 2009. Ms. Berry also asked for committee input and comments on the readability of the reports. The Chair and several members commented that the summary was much more readable than prior versions.

On a motion by Ms. Choco-Urban, seconded by Mr. Christensen, the Biannual TIP/RTP Conformity Analysis and TIP amendment was released for public comment. Vote: All Ayes. Motion Carried.

## **7.0 Illinois Transportation Enhancement Program (ITEP)**

Mr. Neufeld discussed the background of ITEP. Currently, large unobligated balances exist for ITEP. There are many challenges for this program, including an irregular call for projects. In light of IDOT's challenges with programming transparency, project implementation challenges, program irregularity, and to facilitate regional plan implementation, the CMAP Bicycle and Pedestrian Task Force has requested consideration of a program mark for Enhancements for northeastern Illinois, with programming by the MPO.

The reason for CMAP programming of Enhancements is for better program management and the ability to ensure best practices highlighted in the planning process in use to select projects in other areas.

Mr. Donovan stated that in many states, Enhancements are MPO-programmed, though practices vary. NIPRC stated that Indiana just went to MPO programming of Enhancement funds; NIRPC is programming \$1.9 million.

Mr. Nunes stated that he would take this discussion back to Springfield, but felt that IDOT was in compliance regarding ITEP funds. Mr. Neufeld stated that Illinois may be in compliance but is in the bottom seven for spending Enhancement funds. CMAP can do better. Ms. Hamilton reminded the committee that while the region represents 2/3 of the state's population, this region receives only about 45% of the Enhancement dollars. If there is a regional



mark for ITEP funds, we should remain mindful and try to get a fair share. Mr. Skosey asked why the program is irregular and what will change if the program funding is programmed by the MPO. Mr. Neufeld responded that a regular, multi-year program with an improved selection process including project readiness as selection criteria should move the Enhancement Program forward. Ms. Choco-Urban asked IDOT representatives what the process is for fixing the current ITEP programming process or can there be a process to fix this problem. Mr. Nunes said that IDOT staff member, Mr. Sherman, who could better answer questions about the Enhancement program, was scheduled but unable to attend this meeting. Mr. Kopec stated the he is concerned that MPO program mark be high enough and that whatever process is in place select the best projects. He reminded everyone even with good programming, there may be challenges in getting timely project completion.

Mr. Neufeld stated project readiness should be critical in project programming and that open and transparent criteria should help. Having too many good projects is not a problem in this region. So, Mr. Neufeld requested that the TC ask that IDOT examine ITEP and come to discuss options and/or IDOT position on ITEP programming and strategies to move ITEP forward. Mr. Nunes agreed.

Mr. Skosey would like the TC to be cautious about moving forward with new programming procedures when TEA-4 is being discussed. He also asked if the committee needs to have a discussion about TEA-4.

Mr. Neufeld stated that the region should not let existing programming funds languish while TEA-4 is up for discussion. It was then discussed that the MPO Policy Committee's SAFETEA-LU Subcommittee should meet to discuss TEA-4 and its implications for the region. Mr. Kopec said that something would be scheduled in the next couple of weeks.

## **8.0 Economic Recovery Package**

Mr. Kopec stated that CMAP has released two documents regarding their involvement in the Economic Recovery Package. The first being [infrastructure principals](#) for investments funded by the Economic Recovery Package. The second being [CMAP's potential role](#) in the development of projects of the Economic Recovery Package. He stated that the infrastructure principals highlight the need for coordination, investment, real reform and having a 90 day timeframe to prepare projects for construction. For now, it is our understanding that all the existing rules and legislation regarding TIP, STIP and conformity analysis are enforced for this package. The hope is that if the program is expended

in an efficient, timely, and beneficial way the region might be regarded favorably in the future and able to use other states' funding.

Mr. Kopec highlighted CMAP's possible role in the programming of the Economic Recovery Funds. He distributed the statement regarding [CMAP's role](#). Ms. Hamilton asked if CMAP's role for the region's package is followed, will CMAP be ready to fulfill it. Mr. Kopec replied that CMAP will not be interested in implementing criteria for small projects and as always, CMAP is not an implementer of projects. Mr. Kopec also stated that CMAP does not have all the recovery projects in a comprehensive list at this point. Mr. Skosey asked why not. Mr. Kopec responded that the lists have not been shared. He also stated that the majority of lists include infrastructure for water, sewer, and educational facilities which is something CMAP does not in general participate in so some outside expertise will be needed.

There was a question about funding and the allocation split within the region. Mr. Kopec responded that he would assume the normal split would occur, which is 55% for downstate and 45% for northeastern Illinois. Mr. Nunes agreed that this is the current understanding of the split within the state. Mr. Osborn stated that public works officials were preparing for their role in this process and asked the eligibility requirements of the recovery package. Mr. Kopec said that project eligibility requirements are unknown at this time. The committee was reminded that there likely will be 100% funding for the project. Additionally that in the proposed package, 50% of the money is to be spent on projects that are to be on the ground in 90 days and the others projects have 2-3 years.

Mr. Wesemen stated the positive thing about CMAP's principles position is that it is consistent and that timeliness to develop and apply criteria is included. Mr. Nunes mentioned that one item under discussion at the MPO Policy Committee was the state's ability to design-build. This change will require a change in state law. Mr. Osborn commented that the local STP program is moving forward and village administrators and locals have a great knowledge of what is ready and can be moved forward at this point and that should not be lost. Mr. Fortmann inquired what the threshold for major projects would be. Mr. Kopec responded that regionally significant projects are what CMAP is interested in and that there are no monetary thresholds. Ms. Hamilton asked if CMAP would be involved in project development, would agencies still work with IDOT on issues like NEPA. Mr. Kopec responded affirmatively. The committee requested the SAFETEA-LU Subcommittee meet to further discuss the package, infrastructure principles and CMAP's potential role.

## **9.0 Revised CMAQ Procedures**

Mr. Ferguson presented a draft of the recommended CMAQ programming changes being developed by the CMAQ Project Selection Committee. The changes being discussed are intended to create a more effective programming process to assure that the region gets the congestion reduction and air quality improvements of projects more quickly and does not have a large amount of unobligated funding in danger of being lost to the region. The next scheduled meeting of the CMAQ Project Selection Committee will be Friday, January 30, 2009 at 1:00 pm. The draft recommendations will be considered for final approval at that meeting and brought to the March Transportation Committee meeting for approval and recommendation to the MPO Policy Committee and CMAP Board.

## **10.0 Congestion Scans**

Mr. Schmidt discussed CMAP's 2007 freeway performance measures and the data sources used to create them. The purpose of the analysis was to provide a careful analysis of regional freeway congestion for CMAP as part of the Congestion Management Process, facilitating good infrastructure decisions. In addition, the measures presented will be regularly updated as part of the Regional Indicators Project.

The data and scans help to identify bottlenecks in the system and to represent "average day" traffic as experienced by motorists. Annual five minute data sets from IDOT freeway loop detectors and the Illinois Tollway's microwave radar detectors were obtained from Traffic.com and processed to create the freeway performance measures. The performance measures and graphics created from this data include traffic congestion scans, travel time index, planning time index, and number of congested hours for instrumented freeway segments. Some freeway segments, particularly in the Southland, were missing from the analysis because construction investments temporarily disabled many detectors.

Mr. Schmidt presented sample traffic congestion scans which displays average speed by milepost and time of day for instrumented freeway segments across the region. The travel time index and planning time index were calculated for both AM and PM peak periods. A detailed explanation of each measure along with all data associated with CMAP's 2007 freeway performance measures are posted on the Web at <http://www.cmap.illinois.gov/cmp/measurement.aspx>

## **11.0 Public Comment**

There was no public comment.

## **12.0 Other Business**

There was no other business

## **13.0 Next Meeting**

The next meeting is scheduled for March 6, 2009 at 9:30 a.m. in the Cook County Room.

## **14.0 Adjournment**

A motion was made and seconded for adjournment.

**Respectfully Submitted,**



**Teri Dixon  
Senior Planner  
Staff Liaison**

### **Transportation Committee Members:**

___ Charles Abraham	___ Don Kopec	___ Peter Skosey
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Rocky Donahue	___ Jan Metzger	___ David Simmons
___ John Donovan***	___ Arlene Mulder	___ Steve Strains
___ John Fortmann	___ Randy Neufeld	___ Vonu Thakuriah
___ Bruce Gould	___ Jason Osborn	___ Paula Trigg
___ Rupert Graham, Jr	___ Leanne Redden	___ David Werner***
___ Jack Groner	___ Thomas Rickert	___ Ken Yunker
___ Luann Hamilton*	___ Mike Rogers	___ Tom Zapler
___ Fran Klaas	___ Joe Schofer	___ Rocco Zuccherro
___ *Chair	___ **Vice-Chair	___ ***Non-voting



## Non-Exempt Projects Requiring a TIP Amendment

### Transportation Committee Meeting of March 6, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-97-0027 IDOT-DOH DISTRICT 1 I- 55 0 0 STEVENSON EXPY FROM WEBER RD (WILL) TO I- 80 0 (WILL) RTP PROJECT	CHANGE PROJECT	\$19,620	\$28,000	\$8,380	42.71%	Yes	No

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	10	\$6,600	\$5,940	1749840750	
	I-M	CONSTRUCTION	10	\$15,200	\$13,680	1749840700; WT: E-NOIS, WEBE	
Financial Data After Revision	HRA	CONSTRUCTION	09	\$18,000	\$18,000	1749840750	
	HRA	CONSTRUCTION	09	\$10,000	\$10,000	1749840700; WT: E-NOIS, WEBE	

18-04-0531 METRA	CHANGE PROJECT	\$1,129	\$7,929	\$6,800	602.30%	Yes	No
METRA AL-531 NEW 35TH STREET STATION RID 35TH ST STATION RID							

**Project Work Types After Revision:** STATION - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309C	IMPLEMENTATION	09	\$1,129	\$1,129	3975	
Financial Data After Revision	5309C	IMPLEMENTATION	09	\$1,129	\$1,129	3975	
	TRA	IMPLEMENTATION	09	\$6,800	\$6,800	3975	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-96-0019 KANE COUNTY DIVISION OF TRANSPORTA</b>	CHANGE PROJECT	\$2,500	\$0	(\$2,500)	-100.00%	Yes	Yes
RED GATE RD EXTENSION FROM IL 31 0 AT RED GATE RD (KANE/ST CHARLES) TO IL 25 0 S/O ARMY TRAIL RD (KANE/ST CHARLES) OVER FOX RIVER							

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	10	\$18,000	\$0		
	STP-L	CONSTRUCTION	10	\$27,500	\$2,500		
<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	10	\$18,000	\$0		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
STP-L	CONSTRUCTION	MYB	\$27,500	\$2,500			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0028 IDOT-DOH DISTRICT 3</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
US 34 0 0 US 34 AT FAU 3791 0 Cannonball Trail							

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - REPLACE  
HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	10	\$400	\$0

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-97-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$8,920	\$22,600	\$13,680	153.36%	Yes	Yes
IL 83 0 0 MAIN STREET (MILWAUKEE AVE) FROM WISC STATE LINE (LAKE) TO PETITE LAKE RD (LAKE)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	11	\$11,900	\$8,920	1721880100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$20,000	\$20,000	1-72188-0100	
	ILL	ENGINEERING	09	\$2,600	\$2,600	1-72788-0109	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-03-0012 MCHENRY COM		CHANGE PROJECT	\$1,000	\$1,500	\$500	50.00%	Yes	No
KREUTZER RD FROM MAIN ST (MCHENRY/HUNTLEY) TO IL 47 0 (MCHENRY/HUNTLEY)								
Project Work Types After Revision:		HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	10	\$4,700	\$1,000		
Financial Data After Revision		STP-L	CONSTRUCTION	10	\$4,700	\$1,500		
Totals for 6 Projects				\$33,169	\$60,029	\$26,860	81.0%	



**Exempt Projects Requiring a TIP Amendment**  
**Transportation Committee Meeting of March 6, 2009**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-98-0315 METRA		\$12,800		(\$12,800)	-100.00%	Yes	Yes
METRA - AD-315 LAKE STREET INTERLOCKER AT LAKE ST INTERLOCKER MP 0.1 (COOK/CHICAGO) LAKE ST INTERLOCKER							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600	3337	
	5309B	IMPLEMENTATION	10	\$2,000	\$1,600	3337	
	5309B	IMPLEMENTATION	11	\$6,000	\$4,800	3337	
	5309B	IMPLEMENTATION	12	\$6,000	\$4,800	3337	

**Financial Data After Revision**

12-09-0022 IDOT District 1 Division of Highways	NEW PROJECT	\$1,000	\$1,000	999.99%	Yes	Yes
US 30 52 JEFFERSON ST FROM RAYNOR AVE (WILL) TO MAYOR ART SCHULTZ DR (WILL)						

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,000	\$1,000	1-77744-0000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-06-0021 NORTH SHORE COM</b>	CHANGE PROJECT	\$191	\$0	(\$191)	-100.00%	Yes	Yes
WILLOW RD FROM FOREST WAY DR (COOK) TO PROVIDENT AVE (COOK)							

**Project Work Types After Revision:** SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$675	\$0	WORK TYPE H-RS; 1753660001	
	STP-L	ENGINEERING-II	09	\$273	\$191		
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	09	\$675	\$0	WORK TYPE H-RS; 1753660001	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	CONSTRUCTION	MYB	\$2,729	\$1,911	
STP-L	ENGINEERING-II	MYB	\$273	\$191	

<b>02-07-0010 NORTH SHORE COM</b>	CHANGE PROJECT		\$1,363	\$1,363	999.99%	Yes	Yes
LAKE STREET FROM MCDANIEL AVENUE (COOK) TO ELMWOOD AVENUE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - CURB AND GUTTER

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$1,947	\$1,363	
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<b>07-08-0037 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$1,000	\$1,000	999.99%	Yes	Yes
I- 57 0 0 I-57 AT 167TH STREET (COOK)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WPTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,000	\$1,000	1-75807-0200
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-98-0011 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 UNDER 115TH ST (COOK)	CHANGE PROJECT	\$0	\$2,900	\$2,900	999.99%	Yes	Yes

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$2,900	\$0	1746510100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,900	\$2,900	1-74651-0100	

<b>01-03-0024 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 UNDER 112TH PL (COOK)	CHANGE PROJECT	\$1,516	\$2,700	\$1,184	78.10%	Yes	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	10	\$2,310	\$1,516	1770670001	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,700	\$2,700	1-77067-0001	

<b>11-08-0052 MCHENRY COM</b> BARLINA ROAD FROM HUNTLEY ROAD (MCHENRY) TO GOLF COURSE RD (MCHENRY) G COURSE RD: BARLINA TO WINDSOR DR; MCHEN AV: US 14 TO C. LAKE AV/ELMHURST ST; EL	CHANGE PROJECT	\$133	\$1,071	\$938	705.26%	Yes	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$165	\$133	HUNTLEY RD: CHICAGO AV TO	
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$165	\$133	HUNTLEY RD: CHICAGO AV TO	
	STP-L	CONSTRUCTION	09	\$500	\$400	WOODSTOCK ST / DOLE AVEN	
	STP-L	CONSTRUCTION	09	\$294	\$235	MCHENRY AVE / ELMHURST ST	
	STP-L	CONSTRUCTION	09	\$379	\$303	BARLINA RD / GOLF COURSE R	

Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-08-0036 MCHENRY COM	CHANGE PROJECT				\$2,367	\$2,367	999.99%	Yes	Yes
HANSON ROAD FROM ALGONQUIN ROAD (MCHENRY) TO HUNTINGTON DRIVE (MCHENRY) HUNTINGTON DR: FROM GOLDEN EAGLE TO STONEGATE RD; SANDBLOOM RD: FROM ALGONQUIN									
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
Financial Data Before Revision									
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$734	\$534	SOUTH SEGMENT - SQUARE BA			
	STP-L	CONSTRUCTION	09	\$682	\$496	NORTH SEGMENT- SQUARE BA			
	STP-L	CONSTRUCTION	09	\$1,020	\$700	SANDBLOOM RD			
	STP-L	CONSTRUCTION	09	\$604	\$439	HUNTINGTON DR			
	STP-L	CONSTRUCTION	09	\$273	\$198	HANSON RD			
11-08-0040 MCHENRY COM	CHANGE PROJECT				\$537	\$537	999.99%	Yes	Yes
HUNTLEY ROAD FROM LAKE AVENUE (MCHENRY) TO CHICAGO AVENUE (MCHENRY) HALIGUS ROAD: FROM VILLAGE LIMITS TO ACKMAN ROAD									
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
Financial Data Before Revision									
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$268	\$214	HALIGUS RD: VILLAGE LIMITS T			
	STP-L	CONSTRUCTION	09	\$405	\$323	HUNTLEY RD: LAKE AVE TO CH			
11-08-0045 MCHENRY COM	CHANGE PROJECT				\$700	\$700	999.99%	Yes	Yes
HUNTLEY - DUNDEE ROAD FROM MAIN STREET (MCHENRY) TO KREUTZER ROAD (MCHENRY)									
Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
Financial Data Before Revision									
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$1,061	\$700				

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-03-0027 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 UNDER 111TH (COOK)	CHANGE PROJECT	\$1,412	\$2,800	\$1,388	98.30%	Yes	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	11	\$1,875	\$1,412	1770670002	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,800	\$2,800	1-77067-0002	

<b>01-98-0012 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 UNDER 103RD ST (COOK)	CHANGE PROJECT	\$1,080	\$2,375	\$1,295	119.91%	Yes	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$1,200	\$1,080	1746520100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,375	\$2,375	1-74652-0100	

<b>01-06-0021 IDOT-DOH DISTRICT 1</b> I- 94 0 0 BISHOP FORD EXPY FROM W OF ML KING DR (COOK) TO US 6 0 159TH ST (COOK) OTHER SO SUBURBAN COMMUNITIES: CALUMET CITY, DOLTON	CHANGE PROJECT	\$9,810	\$23,950	\$14,140	144.14%	Yes	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - DIRECTIONAL/INFORMATIONAL SIGNS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	11	\$10,900	\$9,810	1773230000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,000	\$2,000	1-77323-0300	
	HRA	CONSTRUCTION	09	\$8,900	\$8,900	1-77323-0200	
	HRA	CONSTRUCTION	09	\$175	\$175	1-77323-0001	
	HRA	CONSTRUCTION	09	\$175	\$175	1-76592-0000	
	HRA	CONSTRUCTION	09	\$10,900	\$10,900	1773230000	
	HSIP	CONSTRUCTION	09	\$600	\$540	1-77323-0600	
	HSIP	CONSTRUCTION	09	\$1,400	\$1,260	1-77323-0500	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-95-0003 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$15,104	\$21,110	\$6,006	39.76%	Yes	No
US 6 0 0 159TH ST FROM I- 294 0 TRI-STATE TOLL (COOK) TO IL 1 0 HALSTED ST (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING	09	\$2,800	\$0	1739120110	
	ILL	ENGINEERING-II	09	\$722	\$0	1739120121	
	ILL	ROW ACQUISITION	09	\$25	\$0	1739120021	
	NHS	CONSTRUCTION	09	\$21,110	\$15,104	1739121100 (INCL STATE AND L	
	ILL	ENGINEERING	10	\$2,800	\$0	1739120107	
	ILL	ENGINEERING	11	\$2,730	\$0	1739120127	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$21,110	\$21,110	1739121100 (INCL STATE AND L	
	ILL	ENGINEERING	09	\$2,800	\$0	1739120110	
	ILL	ENGINEERING-II	09	\$722	\$0	1739120121	
	ILL	ROW ACQUISITION	09	\$25	\$0	1739120021	
	ILL	ENGINEERING	10	\$2,800	\$0	1739120107	
	ILL	ENGINEERING	11	\$2,730	\$0	1739120127	

<b>01-98-0038 Chicago Department of Transportation</b>	CHANGE PROJECT	\$0	\$34,480	\$34,480	999.99%	Yes	Yes
CITYWIDE - CHICAGO - VARIOUS LOCS FROM (COOK/689) TO (COOK/689)							

**Project Work Types After Revision:** HIGHWAY/ROAD - DIRECTIONAL/INFORMATIONAL SIGNS  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$16,000	\$0		
	ILL	CONSTRUCTION	09	\$11,800	\$0		
	ILL	CONSTRUCTION	10	\$16,000	\$0		
	ILL	CONSTRUCTION	11	\$16,000	\$0		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING	09	\$2,800	\$2,240		
	STP-L	CONSTRUCTION	09	\$21,400	\$17,120	AR 51, 52, 53 & 54	
	STP-L	CONSTRUCTION	09	\$18,900	\$15,120	AR 47, 48, 49 & 50	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-08-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$760	\$2,150	\$1,390	182.89%	Yes	No
US 12 0 0 LEE ST FROM US 12 0 Rand road (COOK) TO Prospect avenue (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$950	\$760	1754820000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,200	\$1,200	1-76594-0000	
	HRA	CONSTRUCTION	09	\$950	\$950	1-75482-0000	

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<b>04-07-0021 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,300	\$1,300	999.99%	Yes	Yes
US 12 0 0 MANNHEIM RD FROM LAKE ST (COOK) TO I- 290 0 EISENHOWER EXPY (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$1,300	\$0	1771090000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,300	\$1,300	1-77109-0000	

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<b>11-08-0020 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$915	\$915	999.99%	Yes	Yes
US 14 0 0 US 14 FROM BUNKER HILL RD (MCHENRY) TO PARK LANE DR (MCHENRY)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$915	\$915	1-77207-0300	

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<b>09-08-0025 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$560	\$560	999.99%	Yes	Yes
US 30 0 0 us 30 AT RIVER STREET (KANE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$560	\$560	1-77808-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-07-0010 IDOT-DOH DISTRICT 1</b> US 30 0 0 LINCOLN HIGHWAY AT HICKORY CREEK (WILL)	CHANGE PROJECT		\$335	\$335	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HRA CONSTRUCTION	09	\$335	\$335	1-77637-0000		
<b>03-09-0029 Cook County Highway Department</b> Devon Avenue FROM Rohlwing Road (COOK) TO Busse Road (COOK)	NEW PROJECT		\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> SAFETY - MEDIAN PROJECTS HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - PAVEMENT PATCHING							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$4,400	\$0			
<b>06-09-0013 Cook County Highway Department</b> Kedzie Ave FROM 147th Street (COOK) TO 135th Street (COOK)	NEW PROJECT		\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - PAVEMENT PATCHING							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$2,000	\$0			
<b>02-09-0006 Cook County Highway Department</b> Lake Cook Road FROM Wilmot Road (East of) (COOK) TO Pfingsten Road (COOK)	NEW PROJECT		\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION HIGHWAY/ROAD - PAVEMENT PATCHING							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$1,000	\$0			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-98-0251 METRA</b>	CHANGE PROJECT		\$108,100	\$108,100	999.99%	Yes	Yes
METRA - Bridges on North line of UPR FROM Fullerton Ave (COOK/689) TO Balmoral Ave (COOK/689)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$35,000	\$28,000	2112	
	5309B	IMPLEMENTATION	10	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	11	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	12	\$25,000	\$20,000		
<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$40,100	\$40,100	2112	
	5309B	IMPLEMENTATION	10	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	11	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	12	\$25,000	\$20,000		

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<b>07-09-0019 Cook County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
Steger Road AT Plum Creek (COOK)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$300	\$0
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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-09-1610 METRA</b>	CHANGE PROJECT		\$1,700	\$1,700	999.99%	Yes	Yes
METRA - Commuter Car Improvements							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$500	\$400	P-161	
	SB	IMPLEMENTATION	10	\$460	\$0	P-161	
	SB	IMPLEMENTATION	11	\$478	\$0	P-161	
	SB	IMPLEMENTATION	12	\$497	\$0	P-161	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$500	\$400	P-161	
	TRA	IMPLEMENTATION	09	\$1,300	\$1,300	4305	
	SB	IMPLEMENTATION	10	\$460	\$0	P-161	
	SB	IMPLEMENTATION	11	\$478	\$0	P-161	
	SB	IMPLEMENTATION	12	\$497	\$0	P-161	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
SB	IMPLEMENTATION	MYB	\$517	\$0	P-161	

<b>18-08-5101 METRA</b>	CHANGE PROJECT	\$5,320	\$7,920	\$2,600	48.87%	Yes	No
Metra -STATIONS Upgrades REGIONWIDE							

**Project Work Types After Revision:** RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$6,650	\$5,320		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$3,650	\$2,920	4070	
	TRA	IMPLEMENTATION	09	\$5,000	\$5,000	4070	

<b>02-09-0007 Cook County Highway Department</b>	NEW PROJECT	\$0	\$0	0.00%	No	No
WINNETKA ROAD AT (MIDDLE FORK) NO BRANCH CHICAGO RIV (COOK)						

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$420	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-09-0020 Cook County Highway Department</b> COTTAGE GROVE AVENUE AT DEER CREEK (COOK/GLENWOOD)	NEW PROJECT		\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$300	\$0
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<b>07-09-0021 Cook County Highway Department</b> STATE STREET AT DEER CREEK (COOK/GLENWOOD)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$300	\$0
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<b>07-09-0022 Cook County Highway Department</b> STONY ISLAND AVENUE AT NORTH CREEK (COOK)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$300	\$0
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<b>02-09-0008 Cook County Highway Department</b> EAST LAKE AVENUE AT (WEST FORK) NORTH BRANCH CHICAGO R (COOK/GLENVIEW)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$50	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-95-0014 KANE COM</b>	CHANGE PROJECT	\$3,790	\$3,945	\$155	4.09%	No	Yes
MAPLE AVE FROM BESINGER AVE (KANE/CARPENTERSVILLE) TO WASHINGTON ST (KANE/CARPENTERSVILLE)							
<b>Project Work Types After Revision:</b>	PEDESTRIAN FACILITY HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	STP-L	ROW ACQUISITION	09	\$1,280	\$640		
	STP-L	CONSTRUCTION	12	\$4,500	\$3,150		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-II	09	\$310	\$155		
	STP-L	ROW ACQUISITION	09	\$140	\$70		
	STP-L	CONSTRUCTION	12	\$5,640	\$3,720		
<b>09-94-0087 KANE COM</b>	CHANGE PROJECT	\$3,000	\$5,500	\$2,500	83.33%	Yes	No
NEW YORK STREET FROM KAUTZ RD (DUPAGE/AURORA) TO ASBURY DR (DUPAGE/AURORA) EAST NEW YORK AVE FROM FARNSWORTH AVE TO EAST KANE COUNTY LINE							
<b>Project Work Types After Revision:</b>	HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	HPP	ENGINEERING-II	09	\$391	\$313		
	HPP	CONSTRUCTION	10	\$3,750	\$2,687		
<b>Financial Data After Revision</b>	HPP	ENGINEERING-II	09	\$391	\$313		
	HPP	CONSTRUCTION	10	\$3,750	\$2,687		
	STP-L	CONSTRUCTION	10	\$6,000	\$2,500		
<b>06-09-0016 Cook County Highway Department</b>	NEW PROJECT			\$0	\$0	0.00%	No
KEDZIE AVENUE AT B & OCT RR (COOK/BLUE ISLAND)							
<b>Project Work Types After Revision:</b>	BRIDGE/STRUCTURE - PAINT						
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION		09	\$1,300	\$0		

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-09-0009 Cook County Highway Department</b>	NEW PROJECT			\$0	\$0	0.00%	No	No
LAKE COOK ROAD AT (MID FORK) NO BRANCH CHICAGO RIVER (COOK/NORTHBROOK)								
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE BRIDGE/STRUCTURE - PAINT								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$900	\$0				
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<b>01-09-0014 Cook County Highway Department</b>	NEW PROJECT			\$0	\$0	0.00%	No	No
COTTAGE GROVE ROAD FROM 95TH STREET (COOK/CHICAGO) TO 99TH STREET (COOK/CHICAGO)								
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$400	\$0				
<hr/>								
<b>03-09-0022 Cook County Highway Department</b>	NEW PROJECT			\$0	\$0	0.00%	No	No
GREENWOOD AVENUE FROM GOLF ROAD (COOK/NILES) TO CHURCH STREET (COOK/NILES) GREENWOOD AVE: DEMPSTER ST TO OAKTON ST								
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - PAVEMENT PATCHING								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$1,500	\$0				
<hr/>								
<b>03-09-0023 Cook County Highway Department</b>	NEW PROJECT			\$0	\$0	0.00%	No	No
MT PROSPECT ROAD FROM US 14 NORTHWEST HWY (COOK/MOUNT PROSPECT) TO DEMPSTER STREET (COOK/DES PLAINES)								
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - PAVEMENT PATCHING								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$1,500	\$0				
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Project:			Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-09-0024	Cook County Highway Department		NEW PROJECT			\$0	\$0	0.00%	No	No
HINTZ ROAD FROM ELMHURST ROAD (COOK/WHEELING) TO MILWAUKEE AVENUE (COOK/WHEELING)										
Project Work Types After Revision:			HIGHWAY/ROAD - PAVEMENT PATCHING							
Financial Data Before Revision										
Financial Data After Revision			MFT-ALL CONSTRUCTION	09	\$2,300	\$0				
<hr/>										
17-09-2002	Pace		NEW PROJECT			\$1,907	\$1,907	999.99%	Yes	Yes
Pace - Non Revenue Vehicles										
Project Work Types After Revision:			ROLLING STOCK - REPLACE EXISTING VEHICLES							
Financial Data Before Revision										
Financial Data After Revision			TRA	IMPLEMENTATION	09	\$1,907	\$1,907			
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09-08-0050	KANE COM		CHANGE PROJECT			\$427	\$427	999.99%	Yes	Yes
FOX ROAD FROM POPLAR DR (KENDALL/YORKVILLE) TO IL 47 0 BRIDGE STREET (KENDALL/YORKVILLE)										
Project Work Types After Revision:			HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
Financial Data Before Revision										
Financial Data After Revision			STP-L	CONSTRUCTION	09	\$570	\$427			
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-08-0049 KANE COM</b>	CHANGE PROJECT	\$632	\$0	(\$632)	-100.00%	Yes	Yes
DOUGLAS ROAD FROM MONTGOMERY ROAD (KENDALL/MONTGOMERY) TO US 30 0 (KENDALL/MONTGOMERY)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ENGINEERING-II	09	\$73	\$0		
	STP-L	CONSTRUCTION	09	\$841	\$632		
<b>Financial Data After Revision</b>	GEN-OP	ENGINEERING-II	09	\$73	\$0		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
STP-L	CONSTRUCTION	MYB		\$841	\$632		

<b>06-09-0012 Cook County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
VARIOUS TRAFFIC SIGNAL MODERNIZATION AT (COOK/OAK LAWN, BURBANK) LED RETROFIT							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION	09	\$900	\$0			
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<b>09-08-0048 KANE COM</b>	CHANGE PROJECT		\$235	\$235	999.99%	Yes	Yes
DEAN STREET FROM RR (FORMER CHGO GREAT WESTERN) (KANE/ST CHARLES) TO IL 64 0 (KANE/ST CHARLES)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$313	\$235		
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-08-0041 Kane/Kendall Council of Mayors</b>	CHANGE PROJECT		\$315	\$315	999.99%	Yes	Yes
MCDONALD ROAD FROM BURLINGTON ROAD (KANE/CAMPTON HILLS) TO KENDALL ROAD (KANE/CAMPTON HILLS)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$419	\$315
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<b>03-09-0025 Cook County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
ARLINGTON HEIGHTS ROAD FROM LAKE COOK ROAD (COOK/BUFFALO GROVE) TO UNIVERSITY DRIVE (COOK/ARLINGTON HGTS)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	09	\$5,000	\$0
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<b>02-09-0005 Cook County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
CRAWFORD AVENUE FROM OAKTON AVENUE (COOK/SKOKIE) TO DEVON AVENUE (COOK/LINCOLNWOOD)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	09	\$11,000	\$0
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<b>03-09-0030 Cook County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
LAKE COOK ROAD AT BUFFALO CREEK (COOK/BUFFALO GROVE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL	IMPLEMENTATION	09	\$80	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-09-0016 Cook County Highway Department</b> CENTRAL AVENUE AT SANITARY DRAINAGE& SHIP CANAL (COOK/FOREST VIEW)	NEW PROJECT		\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION	09	\$2,000	\$0
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<b>06-09-0017 Cook County Highway Department</b> KEDZIE AVENUE AT N.I.R.C RAILROAD (COOK/BLUE ISLAND)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION	09	\$200	\$0
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<b>06-09-0014 Cook County Highway Department</b> CRAWFORD AVENUE AT CAL-SAG CHANNEL (COOK/ALSIP)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION	09	\$400	\$0
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<b>06-09-0015 Cook County Highway Department</b> FRANCISCO AVENUE AT CAL-SAG CHANNEL (COOK)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - PAINT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL IMPLEMENTATION	09	\$400	\$0
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-09-0023 Cook County Highway Department</b> 167TH STREET FROM CENTRAL AVENUE (COOK) TO CICERO AVENUE (COOK/OAK FOREST)	NEW PROJECT		\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$6,000	\$0
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<b>07-09-0024 Cook County Highway Department</b> 136TH / THORNTON AVENUE FROM DIXIE HWY (COOK/BLUE ISLAND) TO WOOD STREET (COOK/DIXMOOR)	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$3,400	\$0
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<b>07-07-0015 IDOT District 1 Local Roads</b> Indianwood Blvd FROM Monee Road (COOK/588) TO Blackhawk Drive (COOK/588)	CHANGE PROJECT		\$69	\$69	999.99%	Yes	Yes
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**Project Work Types After Revision:** SAFETY - LIGHTING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	TCSP	CONSTRUCTION	09	\$117	\$69		
<b>Financial Data After Revision</b>	TCSP	CONSTRUCTION	09	\$117	\$69		

<b>10-08-0019 IDOT-DOH CENTRAL OFFICE</b> SAFE ROUTES TO SCHOOL-WAUCONDA AT (LAKE/WAUCONDA) WAUCONDA ELEMENTARY SCHOOL	CHANGE PROJECT		\$39	\$39	\$0	0.00%	No	Yes
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**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	SR2S	IMPLEMENTATION	09	\$39	\$39		
<b>Financial Data After Revision</b>	SR2S	ENGINEERING-II	09	\$3	\$3		
	SR2S	IMPLEMENTATION	09	\$36	\$36		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-08-0024 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$275	\$275	999.99%	Yes	Yes
US 45 0 0 US 45 AT FORKED CREEK (WILL) 2.1 SOUTH OF MANHATTAN-MONEE ROAD							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$275	\$275	1-77816-0000
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<b>12-08-0025 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$390	\$390	999.99%	Yes	Yes
US 45 0 0 96TH STREET AT ROCK CREEK (WILL) SOUTH BRANCH OF FORKED CREEK							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$390	\$390	1-77812-0000
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<b>12-06-0055 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$275	\$275	999.99%	Yes	Yes
US 52 0 0 Old Manhattan Road AT @ JACKSON CREEK (WILL) 4 miles southeast of ill 53							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$350	\$0	1774440000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$275	\$275	1-77813-0000	
	ILL	CONSTRUCTION	10	\$350	\$0	1774440000	

<b>12-08-0023 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$535	\$535	999.99%	Yes	Yes
IL 1 0 0 IL 1 AT TRIM CREEK (WILL)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$535	\$535	1-77811-0000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-06-0088 IDOT-DOH DISTRICT 1</b> IL 19 0 0 IRVING PARK RD AT MEACHAM CREEK (DUPAGE)	CHANGE PROJECT	\$0	\$480	\$480	999.99%	Yes	Yes

**Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$600	\$0	1774560000	
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	09	\$600	\$480	1-77456-0000	

<b>09-06-0032 IDOT-DOH DISTRICT 1</b> IL 25 0 0 DUNDEE RD FROM IL 72 0 HIGGINS R (KANE) TO I- 90 0 (KANE)	CHANGE PROJECT	\$0	\$1,950	\$1,950	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$1,250	\$0	1752380000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,950	\$1,950	1-75238-0000	

<b>08-08-0013 IDOT-DOH DISTRICT 1</b> IL 38 0 0 ROOSEVELT ROAD AT KRESS CREEK (DUPAGE)	CHANGE PROJECT	\$0	\$470	\$470	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$470	\$470	1-77805-0000	
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<b>06-08-0011 IDOT-DOH DISTRICT 1</b> IL 43 0 0 HARLEM AVENUE AT STONEY CREEK (COOK)	CHANGE PROJECT		\$652	\$652	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$652	\$652	1-77803-0000	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-06-0061 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$2,080	\$2,080	999.99%	Yes	Yes
IL 50 0 0 CICERO AVE FROM DEVON AVE (COOK) TO IL 19 0 IRVING PARK RD (SOUTH) (COOK)							
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	09	\$2,500	\$0	1765820000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,080	\$2,080	1-76582-0000	
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<b>01-08-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,750	\$1,750	999.99%	Yes	Yes
IL 50 0 0 CICERO AVE FROM 34TH ST (COOK) TO 46th st (COOK) and at i-55							
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$1,000	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$50	\$50	1-76802-0001 (drainage)	
	HRA	CONSTRUCTION	09	\$1,700	\$1,700	1-76802-0000	
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<b>12-06-0058 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$2,025	\$2,025	999.99%	Yes	Yes
IL 50 0 0 GOVERNORS HWY FROM PAULING RD (WILL) TO NORTH PEOTONE RD (.1 MI S OF) (WILL)							
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$2,500	\$0	1770310004	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,025	\$2,025	1-77031-0004	
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<b>08-08-0006 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$775	\$775	999.99%	Yes	Yes
IL 53 0 0 ROHLWING RD FROM ST CHARLES RD (DUPAGE) TO MADISON ST (DUPAGE)							
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$625	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$775	\$775	1-77218-0200	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-07-0017 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$1,310	\$1,310	999.99%	Yes	Yes
IL 59 0 0 Nelnor Blvd FROM BNSF & UP RR (DUPAGE) TO IL 38 0 KRESS CREEK & (DUPAGE) 1ST REF: 1.3 MILES N OF IL 38; 2ND REF: 0.7 MILES S OF IL 38 & AT T							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,310	\$1,310	1-77636-0000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-08-0005 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$2,961	\$2,961	999.99%	Yes	Yes
IL 60 0 0 IL 60 FROM IL 120 0 BELVIDERE RD (LAKE) TO IL 176 0 south of (LAKE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
ILL	CONSTRUCTION	10	\$2,300	\$0		

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,961	\$2,961	1-77029-0006
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-08-0043 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$370	\$1,850	\$1,480	400.00%	Yes	No
IL 60 0 0 IL 60 FROM IL 21 0 MILWAUKEE AVE (E OF) (LAKE) TO I- 94 0 TRI-STATE TOLLWAY (E OF) (LAKE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
NHS	CONSTRUCTION	09	\$1,850	\$370	1776670000	

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,850	\$1,850	1-77667-0000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-08-0026 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$640	\$640	999.99%	Yes	Yes
IL 72 0 0 higgins rd AT I- 90 0 NORTHWEST TOLLWAY (KANE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$640	\$640	1-77807-0000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-08-0022 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$190	\$190	999.99%	Yes	Yes
IL 102 0 0 IL 102 AT RAYNS CREEK (6 MI S OF IL 53) (WILL)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$190	\$190	1-77815-0000
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<b>10-08-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$4,400	\$4,400	999.99%	Yes	Yes
IL 137 0 0 BUCKLEY RD FROM MARTIN LUTHER KING DR/22ND ST (LAKE) TO US 41 0 0.3 MI W OF US 41 (LAKE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	11	\$2,000	\$0	1770290010	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$4,400	\$4,400	1-77029-0010	

<b>10-08-0012 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$575	\$575	999.99%	Yes	Yes
IL 137 0 0 BUCKLEY ROAD AT DES PLAINES RIVER (LAKE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$646	\$0	1778090000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$575	\$575	1-77809-0000	

<b>11-06-0023 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,585	\$1,585	999.99%	Yes	Yes
IL 176 0 0 Crystal Lake rd FROM IL 31 0 (MCHENRY) TO FOX RIVER (MCHENRY)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$780	\$0	1753770000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,585	\$1,585	1-75377-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-08-0038 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$5,360	\$5,360	999.99%	Yes	Yes
BURNHAM AVENUE AT STATE ST (COOK) PROJECT IS OVER RRS, &THE LITTLE CALUMET RIVER& GRAND CALUMET RIVER							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	11	\$4,810	\$0	1702100000	
<b>Financial Data After Revision</b>	HRA	ENGINEERING	09	\$400	\$400	1-70210-0100	
	HRA	CONSTRUCTION	09	\$4,960	\$4,960	1-70210-0000	

<b>04-07-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$750	\$750	999.99%	Yes	Yes
CHICAGO AVENUE FROM LAKE ST (COOK) TO THATCHER RD (COOK) INCLUDES MELROSE PARK							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$1,200	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$750	\$750	1-76778-0000	

<b>04-08-0010 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,460	\$1,460	999.99%	Yes	Yes
DES PLAINES AVE FROM RANDOLPH RD (COOK) TO ROOSEVELT RD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$1,100	\$0	1771460000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,460	\$1,460	1-77146-0000	

<b>04-08-0005 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$450	\$450	999.99%	Yes	Yes
DES PLAINES AVE FROM 26TH ST (COOK) TO 31ST ST (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$300	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$450	\$450	1-10730-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-09-0002 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,100	\$1,100	999.99%	Yes	Yes
DES PLAINES RIVER ROAD FROM TOUHY AVE (0.25 MI N OF) (COOK) TO DEVEON AVENUE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$1,100	\$0	1780770000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,100	\$1,100	1-78077-0000	

<b>07-06-0028 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$900	\$900	999.99%	Yes	Yes
DIXIE HWY FROM GOVERNORS HWY (COOK) TO 183RD ST (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	11	\$660	\$0	1771290600	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$900	\$900	1-77129-0600	

<b>07-06-0013 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,344	\$1,344	999.99%	Yes	Yes
OAK PARK AVE AT UNION DRAINAGE DITCH (COOK)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	IMPLEMENTATION	10	\$1,510	\$0		
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$1,700	\$1,344	1-75966-0100	
	ILL	ROW ACQUISITION	09	\$30	\$0	1-75966-0511	
	ILL	ENGINEERING-II	09	\$215	\$0	1-75966-0102	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-08-0039 IDOT-DOH DISTRICT 1</b> TOUHY AVENUE FROM NORTHWEST HIGHWAY (COOK) TO central ave (COOK)	CHANGE PROJECT	\$1,360	\$2,575	\$1,215	89.34%	Yes	No

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$1,700	\$1,360	1767710000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,575	\$2,575	1-78080-0000	

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<b>06-08-0010 IDOT-DOH DISTRICT 1</b> WESTERN AVE FROM 87TH ST (COOK) TO 99TH ST (COOK)	CHANGE PROJECT	\$0	\$500	\$500	999.99%	Yes	Yes
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**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$1,605	\$0	1774910000	
	ILL	CONSTRUCTION	12	\$500	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$500	\$500	1-77491-0100 (drainage)	
	ILL	CONSTRUCTION	12	\$1,605	\$0	1774910000	

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<b>06-08-0012 IDOT-DOH DISTRICT 1</b> WILLOW SPRINGS RD AT DES PLAINES RIVER AND CANAL (COOK)	CHANGE PROJECT	\$0	\$4,300	\$4,300	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$5,000	\$0	1702140000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$4,300	\$4,300	1-70214-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>05-08-0001 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$375	\$375	999.99%	Yes	Yes
31ST ST/GOLFVIEW AVE FROM IL 171 TO DESPLAINES AVE (COOK) TO IL 171 TO 31ST ST (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$425	\$0		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$375	\$375	1-77249-0000	

<b>01-08-0021 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT			\$226	\$226	999.99%	Yes	Yes
39TH ST FROM RACINE AVE (COOK) TO N&R RR (COOK) (1.3 MI W OF I-90/94)								

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$226	\$226	1-89992-0200	
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<b>06-06-0036 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,240	\$1,240	999.99%	Yes	Yes
95TH ST FROM IL 171 0 ARCHER AVE (COOK) TO US 45 0 96TH AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$770	\$0	1741750000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,240	\$1,240	1-74175-0000	

<b>07-08-0017 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$420	\$420	999.99%	Yes	Yes
175TH ST FROM GOVERNORS HWY (COOK) TO DIXIE HWY (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	11	\$600	\$0	1752880000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$420	\$420	1-75288-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-02-0004 CTA CTA - 141.273 RECONSTRUCT RAIL STATIONS	CHANGE PROJECT		\$2,500	\$2,500	999.99%	Yes	Yes

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE  
RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

**Financial Data After Revision** TRA IMPLEMENTATION 09 \$2,500 \$2,500 ECONOMIC RECOVERY

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	MYB	\$725	\$725	FTA	

16-03-0013 CTA	CHANGE PROJECT		\$80,000	\$80,000	999.99%	Yes	Yes
CTA - 407.001 PREVENTIVE MAINTENANCE PREVENTIVE MAINTENANCE							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

**Financial Data After Revision** TRA IMPLEMENTATION 09 \$80,000 \$80,000 ECONOMIC RECOVERY

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	MYB	\$69,191	\$69,191	FTA	

16-08-0014 CTA	CHANGE PROJECT		\$8,000	\$6,000	(\$2,000)	-25.00%	Yes	No
CTA - 404.999 CMAQ OUTYEAR PROJECT								

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
RTA	IMPLEMENTATION	09	\$2,000	\$2,000		
RTA	IMPLEMENTATION	10	\$2,000	\$2,000		
RTA	IMPLEMENTATION	11	\$2,000	\$2,000		
RTA	IMPLEMENTATION	12	\$2,000	\$2,000		
RTA	IMPLEMENTATION	10	\$2,000	\$2,000		
RTA	IMPLEMENTATION	11	\$2,000	\$2,000		
RTA	IMPLEMENTATION	12	\$2,000	\$2,000		

**Financial Data After Revision**

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
RTA	IMPLEMENTATION	MYB	\$2,000	\$2,000	FY13 OUTYEARS	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-99-0105 LAKE COM</b>		CHANGE PROJECT	\$935	\$2,509	\$1,574	168.34%	Yes	No
WILMOT ROAD FROM DEERFIELD ROAD (LAKE) TO LAKE COOK ROAD (LAKE)								
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		STP-L	CONSTRUCTION	09	\$2,335	\$935		
<b>Financial Data After Revision</b>		HRA	CONSTRUCTION	09	\$2,509	\$2,509		
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<b>11-03-0001 MCHENRY COM</b>		CHANGE PROJECT	\$1,000	\$1,586	\$586	58.60%	Yes	No
CRYSTAL LAKE AVE AT PINGREE RD/TERRA COTTA RD (MCHENRY) NUNDA & ALGONQUIN TWP								
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		STP-L	CONSTRUCTION	09	\$2,400	\$1,000		
<b>Financial Data After Revision</b>		SEC117	CONSTRUCTION	09	\$586	\$586	Includes E3	
		STP-L	CONSTRUCTION	09	\$1,750	\$1,000		
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<b>11-06-0027 MCHENRY COUNTY DOT</b>		CHANGE PROJECT	\$480	\$1,247	\$767	159.79%	Yes	No
ALLENDALDE RD AT W BRANCH NIPPERSINK CREEK (MCHENRY) SN 056-3064								
<b>Project Work Types After Revision:</b>		BRIDGE/STRUCTURE - REPLACE						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		BRR	CONSTRUCTION	09	\$1,200	\$480	110962	
<b>Financial Data After Revision</b>		BRR	CONSTRUCTION	09	\$1,559	\$1,247	110962; Includes E3	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-06-0062 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$3,260	\$3,260	999.99%	Yes	Yes
US 34 0 0 OGDEN AVE FROM East of I-355 (DUPAGE) TO WARWICK AVE (DUPAGE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	11	\$3,375	\$0	1770390000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,260	\$3,260	1-77039-0000	

<b>02-08-0015 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$1,666	\$1,666	999.99%	Yes	Yes
IL 58 0 0 DEMPSTER ST FROM US 41 0 SKOKIE BLVD TO MCCORMICK BLVD (COOK) TO CHICAGO AVE TO JUDSON AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,666	\$1,666	1-76676-0000	
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<b>01-09-0008 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT		\$621	\$621	999.99%	Yes	Yes
87th St AT at Kedzie Ave (COOK/689)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$350	\$315	1-78164-0000	
	NHS	CONSTRUCTION	09	\$340	\$306	1-78164-0000	

<b>18-06-9112 METRA</b>	CHANGE PROJECT		\$71,000	\$71,000	999.99%	Yes	Yes
Metra - Rehab Regionwide							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$71,000	\$71,000	AM-112, P-112, 4311	
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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-09-5200 METRA</b>	CHANGE PROJECT		\$30,629	\$30,629	999.99%	Yes	Yes
Metra - Rehab Stations & Parking - Regionwide							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE  
PARKING - MAINTAIN, REHABILITATE, REPLACE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	10	\$3,066	\$2,453	P-520	
	5309B	IMPLEMENTATION	10	\$6,612	\$5,290	P-520	
	5307	IMPLEMENTATION	11	\$2,367	\$1,893	P-520	
	5309B	IMPLEMENTATION	11	\$6,707	\$5,366	P-520	
	5307	IMPLEMENTATION	12	\$10,589	\$8,471	P-520	
	5309B	IMPLEMENTATION	12	\$1,320	\$1,056	P-520	
<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$6,100	\$6,100	4377, 4376, 4374, 4375	
	5307	IMPLEMENTATION	10	\$3,066	\$2,453	P-520	
	5309B	IMPLEMENTATION	10	\$6,612	\$5,290	P-520	
	5307	IMPLEMENTATION	11	\$2,367	\$1,893	P-520	
	5309B	IMPLEMENTATION	11	\$6,707	\$5,366	P-520	
	5307	IMPLEMENTATION	12	\$10,589	\$8,471	P-520	
	5309B	IMPLEMENTATION	12	\$1,320	\$1,056	P-520	

<b>18-97-0252 METRA</b>	CHANGE PROJECT		\$2,500	\$2,500	999.99%	Yes	Yes
Metra - 75th & 79th Bridges, MED FROM 75th ST (COOK/689) TO 79th (COOK/689)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5309B	IMPLEMENTATION	09	\$2,500	\$2,000	3919, P-250	
<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$2,500	\$2,500	3919	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5309B	IMPLEMENTATION	09	\$0	\$0	3919, P-250	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-98-0318 METRA</b>	CHANGE PROJECT	\$4,240	\$11,240	\$7,000	165.09%	Yes	No
METRA - AD-318 UNDERGROUND CABLE FROM (COOK) TO (KANE)							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$5,300	\$4,240		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$5,300	\$4,240		
	TRA	IMPLEMENTATION	09	\$7,000	\$7,000	3446	

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<b>18-06-0224 METRA</b>	CHANGE PROJECT	\$640	\$0	(\$640)	-100.00%	Yes	Yes
Metra - 4022 OVERHEAD CLEARANCE, MED REGIONWIDE - BRIDGE CLEARANCES							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$800	\$640	4022	
<b>Financial Data After Revision</b>							

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309B	IMPLEMENTATION	09	\$0	\$0	4022	

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<b>18-09-3810 METRA</b>	CHANGE PROJECT	\$1,730	\$1,730	999.99%	Yes	Yes
Metra - Communications Improvements Regionwide Regionwide						

**Project Work Types After Revision:** CPS - COMMUNICATIONS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$2,163	\$1,730	P-381
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5307	IMPLEMENTATION	MYB	\$0	\$0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-4720 METRA</b>	CHANGE PROJECT		\$6,836	\$6,836	999.99%	Yes	Yes
Metra-- Revenue Accounting System AT Jackson Blvd (COOK/689) 547 W. Jackson; Corporate Headquarters							

**Project Work Types After Revision:** FACILITY - OFFICE FACILITIES/EQUIPMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	10	\$2,000	\$1,600	P-472	
	5309B	IMPLEMENTATION	11	\$3,245	\$2,536	P-472	
	5307	IMPLEMENTATION	12	\$3,375	\$2,700	P-472	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$2,000	\$1,600	4368	
	5309B	IMPLEMENTATION	11	\$3,245	\$2,536	P-472	
	5307	IMPLEMENTATION	12	\$3,375	\$2,700	P-472	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	10	\$0	\$0	P-472	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-03-0181 METRA</b>	CHANGE PROJECT	\$8,720	\$6,480	(\$2,240)	-25.69%	Yes	No
METRA - 4007, 4008, 4009 FLEET COMPONENT OVERHAUL AT REGIONWIDE REGIONWIDE - FLEET COMPONENT OVERHAULS							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	09	\$4,700	\$0		
	5307	IMPLEMENTATION	10	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	10	\$4,700	\$0		
	5307	IMPLEMENTATION	11	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	11	\$4,700	\$0		
	5307	IMPLEMENTATION	12	\$2,500	\$2,000		
	ILLT	IMPLEMENTATION	12	\$4,700	\$0		
<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	09	\$4,700	\$0		
	5307	IMPLEMENTATION	10	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	10	\$4,700	\$0		
	5307	IMPLEMENTATION	11	\$2,800	\$2,240	AN-187	
	ILLT	IMPLEMENTATION	11	\$4,700	\$0		
	5307	IMPLEMENTATION	12	\$2,500	\$2,000		
	ILLT	IMPLEMENTATION	12	\$4,700	\$0		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	09	\$0	\$0	AN-187, 4007, 4008, 4009	

<b>18-08-2700 METRA</b>	CHANGE PROJECT	\$1,920	\$3,520	\$1,600	83.33%	Yes	No
Metra - STRUCTURAL IMPROVEMENTS REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$400	\$320		
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$2,400	\$1,920	4249, 4242	
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-08-0001 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$5,780	\$5,780	999.99%	Yes	Yes
IL 7 6 0 159TH ST FROM WILL CO LINE (COOK) TO US 6 0 WOLF RD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$400	\$0		
<b>Financial Data After Revision</b>	HRA	ENGINEERING	09	\$600	\$600	1-74502-1101	
	HRA	CONSTRUCTION	09	\$5,180	\$5,180	1-74502-0101	

<b>18-08-3401 METRA</b>	CHANGE PROJECT	\$400	\$0	(\$400)	-100.00%	Yes	Yes
Metra - CATENARY WIRE, TRANSMISSION LINES ON METRA ELECTRIC DISTRICT							

**Project Work Types After Revision:** CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$500	\$400		

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	09	\$0	\$0	4356	

<b>07-08-0029 SOUTH SUBURBAN COM</b>	CHANGE PROJECT	\$672	\$672	999.99%	Yes	Yes
FAU 1025 0 0 BROADWAY AVENUE FROM IL 397 0 SIBLEY BLVD (COOK/454) TO FAU 397 0 PARK AVENUE (COOK/454)						

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$960	\$672
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-08-0019 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,320	\$0	(\$2,320)	-100.00%	Yes	Yes
IL 43 0 0 WAUKEGAN ROAD FROM (S OF) LAKE COOK ROAD (COOK) TO CHESTNUT (COOK) S OF I-94 SPUR TO N OF VOLTZ RD & S OF VOLTZ RD TO WILLOW RD							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$2,900	\$2,320	1701050000	
Financial Data After Revision	ILL	CONSTRUCTION	09	\$2,900	\$0	1-70105-0000	

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<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>16-96-0061 CTA</b>	CHANGE PROJECT	\$128,703	\$183,703	\$55,000	42.73%	Yes	No
CTA - 031.054 REPLACE BUSES							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONIES	
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONIES	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	11	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	12	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	
<b>Financial Data After Revision</b>	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONIES	
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONIES	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	TRA	IMPLEMENTATION	09	\$55,000	\$55,000	Economic Recovery	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	11	\$35,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	12	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	MYB	\$75,000	\$0	OTHER
ILLT	IMPLEMENTATION	MYB	\$90,000	\$0	NEW STATE FUNDING FY13
SB	IMPLEMENTATION	MYB	\$6,718	\$0	CTA OPERATING FY13
5307	IMPLEMENTATION	MYB	\$15,189	\$15,189	FTA FY13

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>16-00-0030 CTA</b>	CHANGE PROJECT	\$19,603	\$24,603	\$5,000	25.51%	Yes	No
CTA - 121.500 REPL/UPGRADE DISTRIB&SIGNAL							

**Project Work Types After Revision:** CPS - POWER

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$8,300	\$8,300	FTA	
	5309B	IMPLEMENTATION	09	\$11,303	\$11,303	FIX	
	ILLT	IMPLEMENTATION	11	\$36,000	\$0	NEW STATE FUNDING	
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$8,300	\$8,300	FTA	
	5309B	IMPLEMENTATION	09	\$11,303	\$11,303	FIX	
	TRA	IMPLEMENTATION	09	\$5,000	\$5,000	Economic Recovery	
	ILLT	IMPLEMENTATION	11	\$31,000	\$0	NEW STATE FUNDING	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
ILLT	IMPLEMENTATION	MYB	\$31,000	\$0	NEW STATE FUNDING FY13	

<b>12-06-0078 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,580	\$1,580	999.99%	Yes	Yes
NEW AVE FROM COOK COUNTY LINE (WILL) TO ARCHER RD (WILL)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$660	\$0	1770310011	
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	09	\$1,975	\$1,580	1-78082-0000	

<b>13-09-0009 IDOT-DOH DISTRICT 1</b>	NEW PROJECT	\$650	\$650	999.99%	Yes	Yes
various interstate ramps in cook, lake & dupage counties FROM (COOK) TO (LAKE) cook, lake & dupage counties						

**Project Work Types After Revision:** HIGHWAY/ROAD - PAVEMENT PATCHING

<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$650	\$650	1-78055-1002

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-09-0023 IDOT-DOH DISTRICT 1</b> IL 7 0 0 159TH ST FROM I- 355 0 VETERANS MEMORIAL TOLLWAY (WILL) TO WILL-COOK RD (WILL)	NEW PROJECT		\$9,320	\$9,320	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>							
	HRA	ENGINEERING	09	\$500	\$500	1-90021-1103	
	HRA	CONSTRUCTION	09	\$8,820	\$8,820	1-90021-0103	
<hr/>							
<b>11-09-0010 IDOT-DOH DISTRICT 1</b> US 12 0 0 Main Street FROM wisconsin state line (MCHENRY) TO IL 173 0 north of kenosha street (MCHENRY)	NEW PROJECT		\$475	\$475	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>							
	HRA	CONSTRUCTION	09	\$475	\$475	1-75379-0201	
<hr/>							
<b>10-09-0031 LAKE COUNTY DOT</b> Various Locations	NEW PROJECT		\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>							
	MFT-ALL	CONSTRUCTION	09	\$8,500	\$0		
<hr/>							
<b>12-09-0021 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 AT at north peotone/joliet road (WILL)	NEW PROJECT		\$500	\$500	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>							
	HRA	CONSTRUCTION	09	\$500	\$500	1-77814-0000	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0022 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$1,585	\$1,585	999.99%	Yes	Yes
US 30 47 0 US 30/ILL47 FROM US 30 56 US 30/ILL56 TO S OF PRAIRIE (KANE/644) TO PRAIRIE TO JERICHO (KANE/644) JERICHO RD TO KENDALL COUNTY LINE WB RAM							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$175	\$175	1772150100
	HRA	CONSTRUCTION	09	\$750	\$750	1777900000
	HRA	CONSTRUCTION	09	\$100	\$100	1772150900
	HRA	CONSTRUCTION	09	\$560	\$560	1772150800

<b>10-09-0032 LAKE COUNTY DOT</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
Various Locations							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	09	\$11,823	\$0	
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<b>07-06-0001 CMAP</b>	LINE ITEM		\$415	\$415	999.99%	Yes	Yes
SAFE ROUTES TO SCHOOLS AT (COOK) SAFE ROUTES TO SCHOOLS-SOUTH SUBURBAN MAYORS AND MANAGER ASSOCIATION							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
BICYCLE FACILITY

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$48	\$38	SN 06-00162-04-TL
	CMAQ	CONSTRUCTION	09	\$143	\$115	SN 06-00162-02-SW
	CMAQ	CONSTRUCTION	09	\$328	\$262	

				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>13-09-0011 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$4,000	\$4,000	999.99%	Yes
various routes in south cook county AT (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$4,000	\$4,000	1-77953-1800
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<b>06-09-0011 SOUTH SUBURBAN COM</b>				NEW PROJECT		\$574	\$574	999.99%	Yes
FAU 1030 0 0 Central Park Avenue FROM FAU 3776 0 91st Street (COOK/424) TO FAU 1567 0 99th Street (COOK/424) LAPP									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				STP-L	ENGINEERING-II	09	\$70	\$49	
				STP-L	CONSTRUCTION	09	\$750	\$525	
<hr/>									
<b>13-09-0007 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$650	\$650	999.99%	Yes
various interstate routes in cook & will counties FROM (COOK) TO (WILL)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$650	\$650	1-78055-1000
<hr/>									
<b>13-09-0008 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$650	\$650	999.99%	Yes
various interstate routes in cook & dupage counties FROM (COOK) TO (DUPAGE)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$650	\$650	1-78055-1001
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				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>04-09-0008 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$200	\$200	999.99%	Yes
25th ave FROM addison st (COOK/435) TO belmont ave (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$200	\$200	1-74047-0000
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<b>09-09-0026 IDOT-DOH DISTRICT 3</b>				NEW PROJECT		\$100	\$100	999.99%	Yes
IL 0 0 0 Various AT Various Various Locations throughout District 3									
<b>Project Work Types After Revision:</b>				SAFETY - GUARDRAILS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$100	\$100	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-09-0009 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$195,320	\$195,320	999.99%	Yes	Yes
I- 290 0 0 EISENHOWER EXPY FROM THORNDAL AVE TO GRAND AVE (DUPAGE/338) TO I- 88 90 I-88 TO I-94/90 (COOK/689)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - PAVEMENT PATCHING

**Financial Data Before Revision**

Financial Data After Revision	HRA	CONSTRUCTION	09	\$2,000	\$2,000	1780551003
	ILL	ENGINEERING-II	09	\$5,100	\$0	1-77631-0500
	ILL	ENGINEERING-II	09	\$5,100	\$0	1-77631-0500
	ILL	ENGINEERING-II	09	\$5,100	\$0	1776310500
	ILL	CONSTRUCTION	09	\$5,100	\$0	1-77631-0500
	ILL	CONSTRUCTION	09	\$5,100	\$0	1-77631-0500
	ILL	ENGINEERING-II	09	\$5,100	\$0	1-77631-0500
	I-M	CONSTRUCTION	09	\$11,000	\$9,900	1-77631-0100
	I-M	CONSTRUCTION	09	\$9,500	\$8,550	1-77631-0000
	I-M	CONSTRUCTION	09	\$15,500	\$13,950	1-77328-0000
	I-M	CONSTRUCTION	09	\$2,000	\$1,800	1-78055-1003
	I-M	CONSTRUCTION	09	\$11,700	\$10,530	1-77631-0200
	I-M	CONSTRUCTION	09	\$4,000	\$3,600	1-77631-0300
	I-M	CONSTRUCTION	09	\$9,500	\$8,550	1-77631-0000
	I-M	CONSTRUCTION	09	\$15,500	\$13,950	1-77328-0000
	I-M	CONSTRUCTION	09	\$2,000	\$1,800	1-78055-1003
	I-M	CONSTRUCTION	09	\$4,000	\$3,600	1-77631-0300
	I-M	CONSTRUCTION	09	\$11,700	\$10,530	1-77631-0200
	I-M	CONSTRUCTION	09	\$4,000	\$3,600	I-290 TO I-355/1776310300
	I-M	CONSTRUCTION	09	\$2,000	\$1,800	1-78055-1003
	I-M	CONSTRUCTION	09	\$15,500	\$13,950	1-77328-0000
	I-M	CONSTRUCTION	09	\$9,500	\$8,550	1-77631-0000
	I-M	CONSTRUCTION	09	\$11,000	\$9,900	1-77631-0100
	I-M	CONSTRUCTION	09	\$11,700	\$10,530	1-77631-0200
	I-M	CONSTRUCTION	09	\$4,000	\$3,600	1-77631-0300
	I-M	CONSTRUCTION	09	\$2,000	\$1,800	1780551003
	I-M	CONSTRUCTION	09	\$15,500	\$13,950	1773280000
	I-M	CONSTRUCTION	09	\$9,500	\$8,550	I-88 TO IL 171/1776310000
	I-M	CONSTRUCTION	09	\$11,000	\$9,900	IL 171 TO IL 50/1776310100
	I-M	CONSTRUCTION	09	\$11,700	\$10,530	IL 50 TO I-90/94/1776310200
	I-M	CONSTRUCTION	09	\$11,000	\$9,900	1-77631-0100

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0027 IDOT-DOH DISTRICT 3</b>	NEW PROJECT		\$30	\$30	999.99%	Yes	Yes
I- 0 0 0 Various AT Various Various locations on interstate							

**Project Work Types After Revision:** SAFETY - PAVEMENT MARKING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$30	\$30
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<b>16-98-0015 CTA</b>	NEW PROJECT		\$166,327	\$166,327	999.99%	Yes	Yes
CTA - 181.500 INFRASTRUCTURE & RENEWAL PROGRAM							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$83,090	\$83,090	
	5307	IMPLEMENTATION	10	\$11,710	\$11,710	FTA
	ILLT	IMPLEMENTATION	10	\$132,410	\$0	NEW STATE FUNDING
	5307	IMPLEMENTATION	11	\$4,065	\$4,065	FTA
	5309B	IMPLEMENTATION	11	\$41,536	\$41,536	FIX
	ILLT	IMPLEMENTATION	11	\$74,500	\$0	NEW STATE FUNDING
	5307	IMPLEMENTATION	12	\$5,095	\$5,095	FTA
	5309B	IMPLEMENTATION	12	\$20,831	\$20,831	FIX
	ILLT	IMPLEMENTATION	12	\$112,000	\$0	NEW STATE FUNDING

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILLT	IMPLEMENTATION	MYB	\$71,159	\$0	NEW STATE FUNDING; FY13
5307	IMPLEMENTATION	MYB	\$5,521	\$5,521	FTA FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>17-94-0009 PACE</b>	NEW PROJECT		\$34,229	\$34,229	999.99%	Yes	Yes
PACE-PURCHASE/REPLACE PARATRANSIT V							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$10,240	\$10,240
	TRA	IMPLEMENTATION	09	\$11,664	\$11,664
	5307	IMPLEMENTATION	12	\$12,325	\$12,325

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5307	IMPLEMENTATION	MYB		\$3,000	\$3,000
5307	IMPLEMENTATION	13		\$9,785	\$9,785

<b>07-09-0013 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$315	\$315	999.99%	Yes	Yes
GOVERNOR'S HIGHWAY AT AT KEDZIE AVE (COOK/425)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$350	\$315	1781650000
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<b>03-09-0017 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$2,835	\$2,835	999.99%	Yes	Yes
VARIOUS AT AT VARIOUS INTERSECTIONS (5) (COOK)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,050	\$945	1781710000
	HSIP	CONSTRUCTION	09	\$1,050	\$945	1781710000
	HSIP	CONSTRUCTION	09	\$1,050	\$945	1781710000

Project:		Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-09-0018 IDOT-DOH DISTRICT 1		NEW PROJECT			\$3,024	\$3,024	999.99%	Yes	Yes
VARIOUS AT AT VARIOUS INTERSECTIONS (8) (COOK)									
Project Work Types After Revision:		SIGNALS - MODERNIZATION							
Financial Data Before Revision									
Financial Data After Revision		HSIP	CONSTRUCTION	09	\$1,120	\$1,008	1781700000		
		HSIP	CONSTRUCTION	09	\$1,120	\$1,008	1781700000		
		HSIP	CONSTRUCTION	09	\$1,120	\$1,008	1781700000		
07-09-0011 IDOT-DOH DISTRICT 1		NEW PROJECT			\$180	\$180	999.99%	Yes	Yes
VARIOUS ROUTES AT AT VARIOUS INTERSECTIONS (3) (COOK) IN SOUTH COOK COUNTY									
Project Work Types After Revision:		SIGNALS - MODERNIZATION							
Financial Data Before Revision									
Financial Data After Revision		HSIP	CONSTRUCTION	09	\$200	\$180	1781610000		
01-02-0022 IDOT-DOH DISTRICT 1		CHANGE PROJECT		\$1,980	\$6,635	\$4,655	235.10%	Yes	Yes
I- 55 0 0 STEVENSON EXPY FROM WEST OF KEDZIE AVE (COOK) TO I- 90 94 DAN RYAN EXPY (COOK) ALSO FRANKLIN STREET CONNECTOR AT 26TH ST AND AT I-55 FRONTAG									
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded	
		I-M	CONSTRUCTION	10	\$2,200	\$1,980	FRANKLIN CONNECTION AT 26		
Financial Data After Revision		HRA	ENGINEERING	09	\$390	\$390	1-73531-0300		
		HRA	CONSTRUCTION	09	\$6,245	\$6,245	1-73531-0200		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-02-0001 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$0	\$1,060	\$1,060	999.99%	Yes	Yes
BRAINARD AVE FROM 130TH ST (COOK) TO NORTH OF BURNHAM AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$1,600	\$0	1749090000	
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	09	\$1,600	\$1,060	1-74909-0000	

<b>01-06-0025 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,380	\$740	(\$1,640)	-68.91%	Yes	No
111TH ST / MONTEREY AVE FROM EAST OF KEDZIE AVE (COOK) TO HALE AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	10	\$3,500	\$2,380	1767732800	
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	09	\$1,450	\$740	1-76773-2800	

<b>17-94-0008 PACE</b>	CHANGE PROJECT		\$29,450	\$29,450	999.99%	Yes	Yes
Pace - Purchase/Replace Fixed Rte Buses							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$11,470	\$11,470
	TRA	IMPLEMENTATION	09	\$17,980	\$17,980
	ILLT	IMPLEMENTATION	10	\$13,930	\$0
	ILLT	IMPLEMENTATION	11	\$10,300	\$0
	ILLT	IMPLEMENTATION	12	\$13,100	\$0

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILLT	IMPLEMENTATION	13	\$30,000	\$8,125
5307	IMPLEMENTATION	MYB	\$16,519	\$13,215
5307	IMPLEMENTATION	MYB	\$7,500	\$7,500

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-06-0024 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,080	\$800	(\$1,280)	-61.54%	Yes	No
RAND RD FROM 3RD AVENUE (COOK) TO I- 294 0 (COOK) INCLUDE SEGMENT: IL 58 FROM WOLF RD TO EAST RIVER RD & US 12/45 (DES PLAINES RIVER RD) LUNDERGAN AVE							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	09	\$800	\$640	1767480000, 3RD AVE TO DES P	
	STP-U	CONSTRUCTION	09	\$1,800	\$1,440	1741280000, DES PLAINES R RD	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$800	\$800	1-76748-0000	

<b>01-97-0039 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$7,384	\$9,243	\$1,859	25.18%	Yes	Yes
I- 94 90 0 KENNEDY EXPY FROM HUBBARD CAVE (COOK) TO I- 290 0 EISENHOWER (COOK) & I290 FROM EBDESPLAINESRMP TO CIRCLE INTRCHGE (DRAINAGE)							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
BRIDGE/STRUCTURE - PAINT  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ENGINEERING-II	09	\$750	\$0	1751030103	
	I-M	CONSTRUCTION	09	\$1,105	\$994	1751030104; RAMP(EB) @ DES	
	ILL	ENGINEERING-II	10	\$347	\$0	175103010501-97-0039	
	I-M	CONSTRUCTION	10	\$7,100	\$6,390	1770140000	
	ILL	CONSTRUCTION	11	\$4,000	\$0	1751030101	
<b>Financial Data After Revision</b>	HRA	ENGINEERING	09	\$600	\$600	1-77014-0200	
	HRA	CONSTRUCTION	09	\$7,100	\$7,100	1-77014-0000	
	ILL	ENGINEERING-II	09	\$750	\$0	1751030103	
	I-M	CONSTRUCTION	09	\$1,715	\$1,543	1751030104	
	ILL	ENGINEERING-II	10	\$347	\$0	1-75103-0105	
	ILL	CONSTRUCTION	11	\$4,000	\$0	1751030101	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0024 IDOT-DOH DISTRICT 1</b> VARIOUS ROUTES AT AT VARIOUS INTERSECTIONS (3) (KANE)	NEW PROJECT		\$630	\$630	999.99%	Yes	Yes

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$700	\$630	1781680000
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<b>06-09-0009 SOUTHWEST COM</b> IL 43 0 0 Harlem Avenue FROM FAU 0 0 63rd Street TO FAU 0 0 183rd Street (COOK/649) Note:\$40,000match will be STP-L dollars	NEW PROJECT		\$160	\$160	999.99%	Yes	Yes
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**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	RTA	ENGINEERING	09	\$200	\$160	
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<b>12-09-0020 IDOT-DOH DISTRICT 1</b> various locations in will county AT (WILL)	NEW PROJECT		\$2,000	\$2,000	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - PAVEMENT PATCHING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,000	\$2,000	1-77953-1400
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<b>07-09-0014 IDOT-DOH DISTRICT 1</b> INDIANA AVE AT AT 142ND ST (COOK/607)	NEW PROJECT		\$315	\$315	999.99%	Yes	Yes
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$350	\$315	1781660000
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				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>09-09-0025 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$2,000	\$2,000	999.99%	Yes
various routes in kane county AT (KANE)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$2,000	\$2,000	1-77953-1500
<hr/>									
<b>13-09-0010 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$4,000	\$4,000	999.99%	Yes
various routes in north cook county AT (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$4,000	\$4,000	1-77953-1600
<hr/>									
<b>13-09-0012 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$4,000	\$4,000	999.99%	Yes
various routes in central cook county AT (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$4,000	\$4,000	1-77953-1700
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>17-08-0040 PACE</b> Pace - Bus Safety System	NEW PROJECT		\$650	\$650	999.99%	Yes	Yes

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	10	\$500	\$500
	5307	IMPLEMENTATION	11	\$50	\$50
	5307	IMPLEMENTATION	12	\$100	\$100

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5307	IMPLEMENTATION	MYB		\$1,000	\$1,000
5307	IMPLEMENTATION	MYB		\$2,550	\$2,550

<b>08-09-0014 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$2,000	\$2,000	999.99%	Yes	Yes
VARIOUS AT VARIOUS LOCATIONS IN DUPAGE COUNTY (DUPAGE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - PAVEMENT PATCHING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,000	\$2,000	1779531300
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<b>11-09-0011 IDOT-DOH DISTRICT 1</b>	NEW PROJECT		\$2,000	\$2,000	999.99%	Yes	Yes
Patching AT VARIOUS LOCATIONS IN MCHENRY CTY (MCHENRY)							

**Project Work Types After Revision:** HIGHWAY/ROAD - PAVEMENT PATCHING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,000	\$2,000	1779531200
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-09-0029 IDOT-DOH DISTRICT 1	NEW PROJECT				\$1,500	\$1,500	999.99%	Yes	Yes
VARIOUS AT VARIOUS LOCATIONS IN WEST LAKE CTY (LAKE)									
Project Work Types After Revision:	HIGHWAY/ROAD - PAVEMENT PATCHING								
Financial Data Before Revision									
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,500	\$1,500	1779530050			
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10-09-0028 IDOT-LOCAL ROADS	NEW PROJECT				\$1,500	\$1,500	999.99%	Yes	Yes
VARIOUS AT VARIOUS LOCATIONS IN EAST LAKE CTY (LAKE)									
Project Work Types After Revision:	HIGHWAY/ROAD - PAVEMENT PATCHING								
Financial Data Before Revision									
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,500	\$1,500	1779531100			
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06-09-0010 IDOT-DOH DISTRICT 1	NEW PROJECT				\$9,600	\$9,600	999.99%	Yes	Yes
LEMONT RD FROM DESPLAINES RIVER (COOK/515) TO RR CANAL (N ABUTMENT) (COOK/515)									
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE								
Financial Data Before Revision									
Financial Data After Revision	HRA	CONSTRUCTION	09	\$9,600	\$9,600	1702130000			
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10-09-0027 IDOT-DOH DISTRICT 1	NEW PROJECT				\$3,235	\$3,235	999.99%	Yes	Yes
IL 131 0 0 IL 131 FROM IL 120 0 (LAKE/563) TO IL 137 0 0.2 miles south of (LAKE/663)									
Project Work Types After Revision:	HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)								
Financial Data Before Revision									
Financial Data After Revision	HRA	CONSTRUCTION	09	\$3,235	\$3,235	1-77330-0000			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-09-0020 IDOT-DOH DISTRICT 1</b> IL 131 0 0 IL 131 AT various locations (LAKE)	NEW PROJECT		\$612	\$612	999.99%	Yes	Yes

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$680	\$612	1-78172-0000
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<b>10-09-0018 IDOT-DOH DISTRICT 1</b> IL 131 0 0 IL 131 AT at various locations (LAKE)	NEW PROJECT		\$1,125	\$1,125	999.99%	Yes	Yes
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,250	\$1,125	1-78173-0000
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<b>07-09-0025 IDOT-LOCAL ROADS</b> IL 50 0 0 Cicero Ave FROM N of Steger Rd (Vil Lmts) (COOK/654) TO University Pkwy (COOK/654) SEC 117 Member Initiative funds	NEW PROJECT		\$171	\$171	999.99%	Yes	Yes
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**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING  
SAFETY - LIGHTING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	SEC117	ENGINEERING-II	09	\$100	\$100	
	SEC117	CONSTRUCTION	10	\$1,500	\$71	

<b>01-09-0017 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 AT at Various Structures at 103rd, 111th, 112th, 115th, 125th, 167th, Genoa Avenue and Peotone-Joliet Road	NEW PROJECT		\$1,300	\$1,300	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	ENGINEERING	09	\$1,300	\$1,300	1-77067-0010
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-09-0026 IDOT-DOH DISTRICT 1</b> US 41 0 0 US 41 FROM IL 21 0 (LAKE) TO stearns school rd (LAKE)	NEW PROJECT		\$261	\$261	999.99%	Yes	Yes

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$290	\$261	1-78174-0000
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<b>09-09-0023 IDOT-DOH DISTRICT 1</b> IL 25 0 0 IL 25 AT at various locations (KANE)	NEW PROJECT		\$1,215	\$1,215	999.99%	Yes	Yes
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,350	\$1,215	1-78169-0000
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<b>03-09-0019 IDOT-DOH DISTRICT 1</b> IL 43 0 0 Oakton Street FROM des plaines river rd (COOK/589) TO busse hwy (COOK/589) AND greenwood ave to us 14/caldwell avenue	NEW PROJECT		\$3,350	\$3,350	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,350	\$3,350	1-76769-0000
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<b>06-09-0008 IDOT-DOH DISTRICT 1</b> IL 50 0 0 Cicero Avenue FROM 99th st (COOK/341) TO 115th st (COOK/572)	NEW PROJECT		\$909	\$909	999.99%	Yes	Yes
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,010	\$909	1-78167-0000
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				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>13-09-0016 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$1,200	\$1,200	999.99%	Yes
various routes in district 1									
<b>Project Work Types After Revision:</b>				SAFETY - PAVEMENT MARKING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$1,200	\$1,200	0-01208-1001
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<b>13-09-0017 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$1,000	\$1,000	999.99%	Yes
various locations in district 1 (guardrail end section replacement)									
<b>Project Work Types After Revision:</b>				SAFETY - GUARDRAILS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$1,000	\$1,000	0-01839-1001
<hr/>									
<b>13-09-0013 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$4,000	\$4,000	999.99%	Yes
various projects - local roads consultant									
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	IMPLEMENTATION	09	\$4,000	\$4,000	1-77500-2390
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<b>13-09-0014 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$750	\$750	999.99%	Yes
various routes - miscellaneous construction engineering									
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	ENGINEERING	09	\$750	\$750	1-74805-2212
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				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>13-09-0015 IDOT-DOH DISTRICT 1</b>				NEW PROJECT		\$750	\$750	999.99%	Yes
various locations - miscellaneous construction engineering									
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HRA	CONSTRUCTION	09	\$750	\$750	1-77376-1101
<b>03-09-0028 Cook County Highway Department</b>				NEW PROJECT		\$0	\$0	0.00%	No
Ela Road FROM Central Road (COOK) TO Lake Cook Road (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				MFT-ALL	CONSTRUCTION	09	\$3,000	\$0	
<b>07-09-0017 Cook County Highway Department</b>				NEW PROJECT		\$0	\$0	0.00%	No
175th Street FROM Kedzie Avenue (COOK) TO Governor's Highway (COOK)									
<b>Project Work Types After Revision:</b>				HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				MFT-ALL	CONSTRUCTION	09	\$950	\$0	
<b>03-09-0026 Cook County Highway Department</b>				NEW PROJECT		\$0	\$0	0.00%	No
Meacham Road FROM Schaumburg Road (South of) (COOK) TO Nerge Road (South of) (COOK)									
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - PAVEMENT PATCHING					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				MFT-ALL	CONSTRUCTION	09	\$2,400	\$0	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-09-0027 Cook County Highway Department</b> Roselle Road FROM Wise Road (COOK) TO Devon Avenue (COOK)	NEW PROJECT			\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS SAFETY - MEDIAN PROJECTS HIGHWAY/ROAD - PAVEMENT PATCHING								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$1,200	\$0				
<hr/>								
<b>01-09-0015 Cook County Highway Department</b> 87th Street FROM Wentworth Avenue (COOK/Chicago) TO South Chicago Avenue (COOK/Chicago)	NEW PROJECT			\$0	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	09	\$2,700	\$0				
<hr/>								
<b>Totals for 177 Projects</b>			<b>\$248,102</b>	<b>\$1,249,140</b>	<b>1,001,038</b>	<b>403.5%</b>		





# Non-Exempt Projects with Modifications

## Transportation Committee Meeting of March 6, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-00-0027 COOK COUNTY HIGHWAY DEPT WEST BARTLETT ROAD FROM SPITZER ROAD (COOK/BARTLETT) TO IL 59 0 SUTTON RD (COOK/BARTLETT)	LINE ITEM	\$0	\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BICYCLE FACILITY  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$6,700	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$6,700	\$0		

03-00-0028 COOK COUNTY HIGHWAY DEPT MUNGER-NAPERVILLE RD FROM WEST BARTLETT RD (COOK/BARTLETT) TO DUPAGE COUNTY LINE (DUPAGE/BARTLETT)	CHANGE PROJECT	\$0	\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$2,800	\$0	COOK CO SECTION	
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$2,800	\$0	COOK CO SECTION	

11-09-0007 CMAP IL 31 0 0 RICHMOND RD FROM JOHNSBURG RD (MCHENRY) TO BLAKE RD (MCHENRY)	CHANGE PROJECT	\$344	\$344	\$0	0.00%	No	No
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**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$430	\$344		
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$430	\$344	1-78086-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-08-0004 CMAP</b>	CHANGE PROJECT	\$335	\$335	\$0	0.00%	No	No
CHICAGO/ MAPLE RD FROM CHARLES ST (DUPAGE) TO PATTON DR (DUPAGE) OTHER SEGMENT: COLLEGE ROAD FROM MAPLE AVE TO ABBYWOOD DR (DUPAGE/LISLE)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$419	\$335		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$1,080	\$335	Includes E3	

<b>02-04-0003 CMAP</b>	CHANGE PROJECT	\$649	\$649	\$0	0.00%	No	No
CHICAGO AVE FROM GROVE ST (COOK) TO SOUTH BLV (COOK)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$811	\$649		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$1,030	\$649	Includes E3	

<b>07-08-0003 CMAP</b>	CHANGE PROJECT	\$1,600	\$1,600	\$0	0.00%	No	No
IL 83 0 0 147TH ST FROM HOMAN AVE (COOK/544) TO WESTERN AV (COOK/597)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-08-0044 IDOT-DOH DISTRICT 3</b>		CHANGE PROJECT	\$960	\$960	\$0	0.00%	No	No
US 34 0 0 US 34 FROM GLETTY ROAD (KENDALL) TO CHILTON WAY (KENDALL)								
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - CURB AND GUTTER						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		HPP	ENGINEERING-I	09	\$600	\$480		
		HPP	ENGINEERING-I	09	\$600	\$480		
<b>Financial Data After Revision</b>		HPP	ENGINEERING-I	09	\$600	\$480		
		HPP	ENGINEERING-I	09	\$600	\$480		
<hr/>								
<b>10-94-0008 IDOT-DOH DISTRICT 1</b>		CHANGE PROJECT	\$8,776	\$8,776	\$0	0.00%	No	No
US 45 0 0 LAKE AVE FROM IL 120 0 (LAKE) TO IL 137 0 (LAKE) PHASE 1 STUDY IL 132 TO IL 176 & DEMOLITION								
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		STP-U	CONSTRUCTION	09	\$11,000	\$8,776	1710970400	
<b>Financial Data After Revision</b>		STP-U	CONSTRUCTION	09	\$11,000	\$8,776	1-71097-1400	
<hr/>								
<b>10-94-0020 LAKE COM</b>		CHANGE PROJECT	\$3,955	\$4,551	\$596	15.07%	No	No
WASHINGTON ST FROM IL 21 0 MILWAUKEE AVE (LAKE/GURNEE) TO HUNT CLUB RD (LAKE/GURNEE)								
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		HPP	CONSTRUCTION	11	\$3,360	\$2,688		
		STP-L	CONSTRUCTION	11	\$1,810	\$1,267		
<b>Financial Data After Revision</b>		HPP	CONSTRUCTION	11	\$3,360	\$2,688		
		STP-L	CONSTRUCTION	11	\$6,503	\$1,863		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-03-0016 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$42,420	\$49,520	\$7,100	16.74%	No	No
IL 59 0 0 Division FROM IL 126 0 (WILL/PLAINFIELD) TO US 52 0 (WILL/SHOREWOOD)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - ADD LANES  
SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	09	\$1,480	\$1,200	1766340100	
	ILL	ENGINEERING	09	\$2,000	\$0	1708590110	
	ILL	ENGINEERING	09	\$2,550	\$0	1766340110	
	NHS	CONSTRUCTION	09	\$20,855	\$16,660	1708590100	
	NHS	CONSTRUCTION	09	\$23,620	\$18,880	1766340100; CATON FARM TO (	
	NHS	CONSTRUCTION	09	\$7,100	\$5,680	1708590111 (AT US 30)	
	ILL	ENGINEERING	10	\$1,250	\$0	1766340120	
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$1,480	\$1,200	1766340100	
	HRA	CONSTRUCTION	09	\$7,100	\$7,100		
	ILL	ENGINEERING	09	\$2,000	\$0	1708590110	
	ILL	ENGINEERING	09	\$2,550	\$0	1766340110	
	NHS	CONSTRUCTION	09	\$20,855	\$16,660	1708590100	
	NHS	CONSTRUCTION	09	\$23,620	\$18,880	1766340100; CATON FARM TO (	
	NHS	CONSTRUCTION	09	\$7,100	\$5,680	1708590111 (AT US 30)	
	ILL	ENGINEERING	10	\$1,250	\$0	1766340120	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-96-0018	CHANGE PROJECT	\$75,201	\$78,130	\$2,929	3.89%	No	No

STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE) AND OVER FOX RIVER

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	REMAINDER E2/ROW FOR INTE	
	DEM	CONSTRUCTION	09	\$5,625	\$4,500		
	HPP	CONSTRUCTION	09	\$107,984	\$63,186		
	ILL	ROW ACQUISITION	09	\$9,820	\$0		
	STP-C	CONSTRUCTION	09	\$3,187	\$2,550		
	STP-E	CONSTRUCTION	09	\$302	\$242	102182	
	STP-L	CONSTRUCTION	09	\$3,350	\$2,500		
	GEN-OP	ROW ACQUISITION	12	\$7,000	\$0		
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	REMAINDER E2/ROW FOR INTE	
	DEM	CONSTRUCTION	09	\$434	\$347		
	DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4	
	GEN-OP	CONSTRUCTION	09	\$4,401	\$0		
	GEN-OP	CONSTRUCTION	09	\$4,231	\$0	CONTRACT 4	
	HPP	CONSTRUCTION	09	\$23,237	\$18,590	CONTRACT4/INCLUDES E3	
	HPP	CONSTRUCTION	09	\$71,162	\$41,636		
	ILL	CONSTRUCTION	09	\$10,000	\$0		
	ILL	ROW ACQUISITION	09	\$9,820	\$0		
	ILL	CONSTRUCTION	09	\$4,231	\$0	CONTRACT 4/INCLUDES E3	
	STP-C	CONSTRUCTION	09	\$10,115	\$8,092		
	STP-E	CONSTRUCTION	09	\$302	\$242	102182	
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4	
	GEN-OP	CONSTRUCTION	10	\$4,927	\$0		
	GEN-OP	CONSTRUCTION	12	\$550	\$0		
	GEN-OP	ROW ACQUISITION	12	\$7,000	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-09-0016 DuPage County Division of Transportation</b>	CHANGE PROJECT		\$0	\$0	0.00%	No	No
CH 33 75th St FROM Adams St (DUPAGE/Darien) TO Plainfield Rd (DUPAGE/Darien) ADD TO JULY CONFORMITY							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL ENGINEERING-I	09	\$350	\$0
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<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>				
MFT-ALL ENGINEERING-II	MYB	\$750	\$0	FFY10
MFT-ALL CONSTRUCTION	MYB	\$11,000	\$0	FFY10

<b>03-94-0099 COOK COUNTY HIGHWAY DEPT</b>	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
POTTER RD FROM DEMPSTER RD (COOK/DES PLAINES) TO GOLF RD (COOK/DES PLAINES)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
BRIDGE/STRUCTURE - REPLACE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	MFT-ALL CONSTRUCTION		09	\$11,000	\$0		
<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION		09	\$11,300	\$0		

<b>Totals for 13 Projects</b>				<b>\$134,240</b>	<b>\$144,865</b>	<b>\$10,625</b>	<b>7.9%</b>
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## Exempt Projects with Modifications

Transportation Committee Meeting of March 6, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
17-94-0002 PACE		\$18,730	\$20,314	\$1,584	8.46%	No	No
PACE-PURCHASE REPLACEMENT AND EXPANSION VANS AT (REGIONWIDE) SYSTEMWIDE- PURCHASE VANS; MINOR EXPANSION OF FLEET							

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$2,850	\$2,850		
	RTA	IMPLEMENTATION	09	\$2,000	\$2,000	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	10	\$5,840	\$5,840		
	RTA	IMPLEMENTATION	10	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	11	\$5,200	\$5,200		
	RTA	IMPLEMENTATION	11	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	12	\$2,840	\$2,840		
	RTA	IMPLEMENTATION	12	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$2,850	\$2,850		
	RTA	IMPLEMENTATION	09	\$2,000	\$2,000	INTEND TO APPLY FOR CMAQ	
	TRA	IMPLEMENTATION	09	\$1,584	\$1,584		
	5307	IMPLEMENTATION	10	\$5,840	\$5,840		
	RTA	IMPLEMENTATION	10	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	11	\$5,200	\$5,200		
	RTA	IMPLEMENTATION	11	\$5,400	\$0	INTEND TO APPLY FOR CMAQ	
	5307	IMPLEMENTATION	12	\$2,840	\$2,840		

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

RTA	IMPLEMENTATION	13	\$5,400	\$5,400	INTEND TO APPLY FOR CMAQ
5307	IMPLEMENTATION	MYB	\$4,400	\$4,400	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-06-0006 CMAP</b>	LINE ITEM	\$244	\$252	\$8	3.28%	No	No
WOODRIDGE HERITAGE PWY BIKE PATH LINKS AT (DUPAGE) 2 CONNECTORS-180' SW OF TIMBER TRAILS ALONG FRONTAGE & 880' W IF WESTMINSTER DR ALONG FRONTAGE RD							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$30	\$24	INCLUDES E3	
	STP-L	CONSTRUCTION	09	\$294	\$220		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$40	\$32	INCLUDES E3	
	STP-L	CONSTRUCTION	09	\$294	\$220		

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<b>02-05-0004 NORTH SHORE COM</b>	CHANGE PROJECT	\$320	\$320	\$0	0.00%	No	No
GREENWOOD AVE AT GLENVIEW RD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$60	\$48	SIDEWALKS	
	STP-L	ENGINEERING-II	09	\$149	\$104		
	STP-L	ROW ACQUISITION	09	\$240	\$168		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-II	09	\$149	\$104		
	STP-L	ROW ACQUISITION	09	\$240	\$168		
	CMAQ	CONSTRUCTION	10	\$60	\$48	SIDEWALKS	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
STP-L	CONSTRUCTION	MYB	\$2,485	\$1,739			

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<b>08-01-0009 DUPAGE COM</b>	CHANGE PROJECT	\$455	\$455	\$0	0.00%	No	No
MAIN ST FROM IL 64 0 NORTH AVE (DUPAGE) TO ST. CHARLES RD (DUPAGE)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$650	\$455		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$650	\$455		



<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>07-98-0022 IDOT-DOH DISTRICT 1</b> I- 57 0 0 I-57 AT 125TH ST (COOK)	CHANGE PROJECT	\$816	\$1,435	\$619	75.86%	No	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	I-M	CONSTRUCTION	11	\$1,435	\$816	1746470100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,435	\$1,435	1-74647-0100	

<b>05-08-0018 IDOT-LOCAL ROADS</b> HODGKINS VARIOUS TOP PRIORITY PROJECTS	CHANGE PROJECT	\$766	\$768	\$2	0.26%	No	No
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**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	HPP	CONSTRUCTION	11	\$958	\$766	1201490000	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	10	\$960	\$768	1201490000	

<b>11-07-0010 MCHENRY COM</b> HANSON RD FROM HUNTINGTON DRIVE (MCHENRY) TO EDGEWOOD DRIVE (MCHENRY)	CHANGE PROJECT	\$1,144	\$1,644	\$500	43.71%	No	No
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**Project Work Types After Revision:** BICYCLE FACILITY  
PEDESTRIAN FACILITY  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	CONSTRUCTION	09	\$180	\$144		
	PRV	ENGINEERING-I	09	\$100	\$0		
	STP-L	CONSTRUCTION	09	\$2,600	\$1,000		
	PRV	ENGINEERING-II	10	\$100	\$0		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$180	\$144		
	PRV	ENGINEERING-I	09	\$100	\$0		
	STP-L	CONSTRUCTION	09	\$2,900	\$1,500		
	PRV	ENGINEERING-II	10	\$100	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-94-0089 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$13,098	\$14,898	\$1,800	13.74%	No	No
I- 90 190 0 KENNEDY EXPY FROM EAST RIVER RD (COOK) TO I- 94 0 (COOK)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	09	\$9,273	\$7,418	1744930100; @ LAWRENCE	
	ILL	ENGINEERING	09	\$928	\$0	1744930103; @ LAWRENCE	
	BRR	CONSTRUCTION	10	\$3,800	\$3,040	1744920100; @ CENTRAL AVE	
	ILL	ENGINEERING	10	\$380	\$0	1744920101; @ CENTRAL	
	BRR	CONSTRUCTION	12	\$3,000	\$2,400	1737210100; SAYRE AVE	
	BRR	ENGINEERING	12	\$300	\$240	1737210103 @ SAYRE	
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$9,273	\$7,418	1744930100; @ LAWRENCE	
	HRA	ENGINEERING	09	\$380	\$380	1744920101; @ CENTRAL	
	HRA	CONSTRUCTION	09	\$3,800	\$3,800	1744920100; @ CENTRAL AVE	
	HRA	ENGINEERING	09	\$300	\$300	1737210103 @ SAYRE	
	ILL	ENGINEERING	09	\$928	\$0	1744930103; @ LAWRENCE	
	HRA	CONSTRUCTION	12	\$3,000	\$3,000	1737210100; SAYRE AVE	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILL	ENGINEERING	MYB	\$1,620	\$0	1746810103; @ CUMBERLAND	
NHS	CONSTRUCTION	MYB	\$2,260	\$1,808	1746810100; @ CUMBERLAND	
OTH	CONSTRUCTION	MYB	\$14,580	\$11,660	1746810100; @ CUMBERLAND	

<b>02-08-0010 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$656	\$745	\$89	13.57%	No	No
US 41 0 0 SKOKIE RD FROM CENTRAL AVE (COOK) TO OLD ORCHARD RD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	10	\$820	\$656	MATCHED WITH ILL	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$745	\$745	1-77468-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-08-0009 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,200	\$3,010	\$810	36.82%	No	No
US 41 0 0 SKOKIE RD FROM FOSTER ST (COOK) TO TOUHY AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	10	\$2,900	\$2,200	MATCHED WITH ILL AND LOCAL	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,010	\$3,010	1-77469-0000	

<b>03-08-0034 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$1,360	\$1,700	\$340	25.00%	No	No
IL 72 0 0 HIGGINS ROAD FROM ALMOND LANE (W OF PLUM GROVE RD) (COOK) TO MEACHAM ROAD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$1,700	\$1,360	1730030100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,700	\$1,700	1-73003-0100	

<b>11-98-0013 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$1,760	\$2,320	\$560	31.82%	No	No
IL 173 0 0 Kenosha Street FROM US 12 0 MAIN ST (MCHENRY) TO LAKE CO LINE (MCHENRY) ALSO IN SPRING GROVE							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$2,200	\$1,760	1753760000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,320	\$2,320	1-75376-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-99-0109 LAKE COM</b> CEMETERY ROAD FROM IL 132 0 GRAND AVENUE (LAKE) TO WASHINGTON STREET (LAKE)	CHANGE PROJECT	\$5,671	\$6,608	\$937	16.52%	No	No

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	10	\$8,102	\$5,671		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$9,440	\$6,608		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	CONSTRUCTION	MYB		\$1,800	\$1,260	

<b>01-02-0002 IDOT-DOH DISTRICT 1</b> BRAINARD AVE FROM BURNHAM AVE (COOK) TO INDIANA STATE LINE (COOK)	CHANGE PROJECT	\$692	\$865	\$173	25.00%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	09	\$865	\$692	1752930000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$865	\$865	1-75293-0000	

<b>05-94-0015 IDOT-DOH DISTRICT 1</b> EAST AVE FROM 47TH ST (COOK) TO 55th st (COOK)	CHANGE PROJECT	\$640	\$533	(\$107)	-16.72%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	09	\$800	\$640	1607200000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$533	\$533	1-60720-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-06-0026 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,200	\$1,780	(\$420)	-19.09%	No	No
TOUHY AVE FROM LEE ST (COOK) TO des plaines river (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	10	\$2,750	\$2,200	1754860000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,780	\$1,780	1-75486-0000	

<b>05-08-0002 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,000	\$1,620	(\$380)	-19.00%	No	No
26TH ST FROM IL 43 0 harlem ave (COOK) TO IL 50 0 CICERO AVE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	09	\$2,500	\$2,000	1767980100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,620	\$1,620	1-76798-0100	

<b>07-00-0036 COOK COUNTY HIGHWAY DEPT</b>	LINE ITEM	\$0	\$0	\$0	0.00%	No	No
CENTER ST FROM CH 0 0 159th Street (COOK/585) TO IL 6 0 171st Street (COOK/585)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$4,000	\$0		
<b>Financial Data After Revision</b>	MFT-ALL	CONSTRUCTION	09	\$6,000	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-08-0040 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$1,140	\$1,525	\$385	33.77%	No	No
US 30 0 0 us 30 FROM IL 47 0 (KENDALL) TO ORCHARD STREET (KANE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	09	\$1,425	\$1,140	1775400000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$100	\$100	1-77540-0001	
	HRA	CONSTRUCTION	09	\$1,425	\$1,425	1775400000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0004 CTA	CHANGE PROJECT	\$53,300	\$58,300	\$5,000	9.38%	No	No

CTA - 021.806 PERFORM MID-LIFE BUS OVERHAUL

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$10,500	\$10,500	FTA	
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA	
	ILLT	IMPLEMENTATION	10	\$7,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA	
	ILLT	IMPLEMENTATION	11	\$7,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$14,895	\$14,895	FTA	
	5309B	IMPLEMENTATION	12	\$105	\$105	FIX	
	ILLT	IMPLEMENTATION	12	\$7,500	\$0	NEW STATE FUNDING	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$10,500	\$10,500	FTA	
	TRA	IMPLEMENTATION	09	\$5,000	\$5,000	ECONOMIC RECOVERY	
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA	
	ILLT	IMPLEMENTATION	10	\$2,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA	
	ILLT	IMPLEMENTATION	11	\$7,500	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$14,895	\$14,895	FTA	
	5309B	IMPLEMENTATION	12	\$105	\$105	FIX	
	ILLT	IMPLEMENTATION	12	\$7,500	\$0	NEW STATE FUNDING	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	MYB	\$63,691	\$63,691	FTA FY13	
ILLT	IMPLEMENTATION	MYB	\$30,841	\$0	NEW STATE FUNDING FY13	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-98-0006 CTA	CHANGE PROJECT	\$218,406	\$218,406	\$0	0.00%	No	No
CTA - 132.056 REPLACE UP TO 406 RAIL CARS REPLACE UP TO 406 RAIL CARS							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$21,357	\$21,357	FTA	
	5309B	IMPLEMENTATION	09	\$57,170	\$57,170	FIX	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	10	\$68,827	\$68,827	FIX	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	11	\$5,117	\$5,117	FTA	
	5309B	IMPLEMENTATION	11	\$5,659	\$5,659	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	12	\$16,420	\$16,420	FTA	
	5309B	IMPLEMENTATION	12	\$25,422	\$25,422	FIX	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$20,357	\$20,357	FTA	
	5309B	IMPLEMENTATION	09	\$58,170	\$58,170	FIX	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	10	\$68,827	\$68,827	FIX	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	11	\$5,117	\$5,117	FTA	
	5309B	IMPLEMENTATION	11	\$5,659	\$5,659	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	12	\$16,420	\$16,420	FTA	
	5309B	IMPLEMENTATION	12	\$25,422	\$25,422	FIX	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
5309B	IMPLEMENTATION	MYB	\$579,348	\$579,348	OTHER



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-94-0044 CTA CTA - 194.115 BROWN LINE	CHANGE PROJECT	\$42,338	\$42,338	\$0	0.00%	No	No

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	IMPLEMENTATION	09	\$30,474	\$30,474		
	5309B	IMPLEMENTATION	09	\$11,864	\$11,864	FIX	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$1,000	\$1,000		
	5309A	IMPLEMENTATION	09	\$30,474	\$30,474		
	5309B	IMPLEMENTATION	09	\$10,864	\$10,864	FIX	

08-03-0105 DUPAGE COM	CHANGE PROJECT	\$1,284	\$1,669	\$385	29.98%	No	No
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RIFORD RD FROM ST CHARLES RD (DUPAGE) TO CRESCENT BLVD (DUPAGE)

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$1,835	\$1,284		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$2,384	\$1,669		

04-06-0005 NORTH CENTRAL COM	CHANGE PROJECT	\$2,100	\$2,100	\$0	0.00%	No	No
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HARVARD AVENUE FROM DES PLAINES AVENUE (COOK) TO HARLEM AVE (COOK)

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,000	\$800		
	STP-L	CONSTRUCTION	09	\$1,860	\$1,300		
Financial Data After Revision	HPP	CONSTRUCTION	09	\$1,000	\$800		
	STP-L	CONSTRUCTION	09	\$2,346	\$1,300		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-06-0028 IDOT-OP&amp;P</b>	CHANGE PROJECT	\$471	\$471	\$0	0.00%	No	No
MISCELLANEOUS LOCATIONS - DES PLAINES AT (COOK)							

**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING  
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-E	IMPLEMENTATION	09	\$589	\$471	102191	
<b>Financial Data After Revision</b>	STP-E	IMPLEMENTATION	09	\$589	\$471	102191	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
TBD	IMPLEMENTATION	MYB	\$294	\$235	UNFUNDED ITEP REQUEST	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-06-0080 IDOT-LOCAL ROADS</b>	CHANGE PROJECT	\$2,071	\$2,071	\$0	0.00%	No	No
CHURCH STREET PEDESTRIAN TUNNEL AT UP RR (DUPAGE)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,000	\$800	1201270000	
	ILL	CONSTRUCTION	09	\$852	\$0		
	SEC117	CONSTRUCTION	09	\$1,687	\$902		
	STP-L	CONSTRUCTION	09	\$492	\$369		
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$1,000	\$800	1201270000	
	ICC	CONSTRUCTION	09	\$852	\$0		
	ILL	CONSTRUCTION	09	\$852	\$0		
	SEC117	CONSTRUCTION	09	\$1,687	\$902		
	STP-L	CONSTRUCTION	09	\$492	\$369		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-08-0016 DUPAGE COUNTY DOT DIEHL RD FROM RAYMOND RD (DUPAGE) TO WINFIELD ROAD (DUPAGE)	CHANGE PROJECT	\$261	\$261	\$0	0.00%	No	No

**Project Work Types After Revision:** SAFETY - BEACONS  
SAFETY - PAVEMENT MARKING  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	09	\$290	\$261		
	MFT-LO	CONSTRUCTION	09	\$600	\$0		
Financial Data After Revision	HSIP	CONSTRUCTION	09	\$735	\$261		
	MFT-LO	CONSTRUCTION	09	\$600	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
MFT-LO	ENGINEERING-II	09	\$0	\$0		

06-08-0017 SOUTHWEST COM 119TH ST FROM KOSTNER AVE (COOK) TO PULASKI RD (COOK)	CHANGE PROJECT	\$116	\$116	\$0	0.00%	No	No
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**Project Work Types After Revision:** PEDESTRIAN FACILITY  
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	09	\$14	\$9		
	STP-L	CONSTRUCTION	09	\$153	\$107	INCLUDES E3	
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$14	\$9		
	STP-L	CONSTRUCTION	09	\$153	\$107	INCLUDES E3	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-08-0014 IDOT-DOH DISTRICT 1		CHANGE PROJECT	\$2,068	\$1,800	(\$268)	-12.96%	No	No
PALATINE RD AT EB&WB FRONTAGE RDS (COOK) AT DES PLAINES RIVER								
Project Work Types After Revision:		BRIDGE/STRUCTURE - REPLACE BRIDGE/STRUCTURE - REPLACE						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		BRR	CONSTRUCTION	09	\$335	\$268		
		BRR	CONSTRUCTION	12	\$2,250	\$1,800	1707370200	
Financial Data After Revision		ILL	CONSTRUCTION	09	\$335	\$0	1-70202-0001	
		ILL	CONSTRUCTION	09	\$1,300	\$0	1-70202-0000	
		BRR	CONSTRUCTION	12	\$2,250	\$1,800	1-70737-0200	
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08-02-0010 DUPAGE COM		CHANGE PROJECT	\$4,720	\$4,891	\$171	3.62%	No	No
SALT CREEK GREENWAY TRAIL FROM SALT CREEK FOREST PRESERVES (DUPAGE) TO SECOND ST (DUPAGE) DUPAGE NORTH								
Project Work Types After Revision:		PEDESTRIAN FACILITY BICYCLE FACILITY						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	09	\$4,900	\$3,920		
		STP-L	CONSTRUCTION	09	\$1,067	\$800		
Financial Data After Revision		CMAQ	CONSTRUCTION	09	\$5,114	\$4,091		
		STP-L	CONSTRUCTION	09	\$1,067	\$800		
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13-08-0002 CMAP		CHANGE PROJECT	\$1,800	\$1,800	\$0	0.00%	No	No
I- 55 0 0 I-55 I- 294 0 CLOSED CIRCUIT TELEVISION EXTENSION - includes segment on I-80 from I-55 to Des Plaines River								
Project Work Types After Revision:		MISCELLANEOUS - EXEMPT PROJECTS						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	ENGINEERING-II	09	\$250	\$200		
		CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		
Financial Data After Revision		CMAQ	ENGINEERING-II	09	\$250	\$200		
		CMAQ	CONSTRUCTION	09	\$2,000	\$1,600		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
02-08-0001 CMAP	CHANGE PROJECT	\$588	\$588	\$0	0.00%	No	No

TECHNY TRAIL SEG 3 (WEST SIDE OF LEHIGH AV) FROM CHESTNUT AV (COOK) TO GLENVIEW RD (COOK)

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	09	\$35	\$28		
	CMAQ	ROW ACQUISITION	09	\$50	\$40		
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	CMAQ	CONSTRUCTION	10	\$550	\$440		
Financial Data After Revision	CMAQ	ENGINEERING-I	09	\$35	\$28		
	CMAQ	ROW ACQUISITION	09	\$50	\$40		
	CMAQ	ENGINEERING-II	09	\$100	\$80		
	CMAQ	CONSTRUCTION	10	\$550	\$440		

18-08-2500 METRA	CHANGE PROJECT	\$54,348	\$54,548	\$200	0.37%	No	No
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Metra - RAIL BRIDGES REGIONWIDE

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$4,100	\$3,280		
	5309B	IMPLEMENTATION	09	\$8,500	\$6,800		
	5307	IMPLEMENTATION	10	\$25,958	\$20,766		
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	5309B	IMPLEMENTATION	12	\$28,077	\$22,462		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$4,100	\$3,280		
	5309B	IMPLEMENTATION	09	\$7,500	\$6,000		
	TRA	IMPLEMENTATION	09	\$1,000	\$1,000	3626, 3922	
	5307	IMPLEMENTATION	10	\$25,958	\$20,766		
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	5309B	IMPLEMENTATION	12	\$28,077	\$22,462		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-08-2101 METRA</b>	CHANGE PROJECT	\$22,092	\$23,292	\$1,200	5.43%	No	No
Metra - TRACK INFRASTRUCTURE REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$2,165	\$1,732		
	5309B	IMPLEMENTATION	09	\$25,450	\$20,360		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$3,665	\$2,932	P-203	
	5309B	IMPLEMENTATION	09	\$25,450	\$20,360		

<b>18-08-3100 METRA</b>	CHANGE PROJECT	\$1,440	\$1,680	\$240	16.67%	No	No
Metra - RAIL SIGNAL SYSTEMS REGIONWIDE							

**Project Work Types After Revision:** CPS - SIGNALS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$1,500	\$1,200		
	5309B	IMPLEMENTATION	09	\$300	\$240		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$1,800	\$1,440	4038, 4139, 3937	
	5309B	IMPLEMENTATION	09	\$300	\$240		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-3400 METRA METRA ELECTRICAL SYSTEM REGIONWIDE	CHANGE PROJECT	\$4,240	\$4,200	(\$40)	-0.94%	No	No

**Project Work Types After Revision:** CPS - SIGNALS  
CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$300	\$240		
	5309B	IMPLEMENTATION	09	\$400	\$320		
	5307	IMPLEMENTATION	10	\$1,800	\$1,440		
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5309B	IMPLEMENTATION	11	\$400	\$320		
	5309B	IMPLEMENTATION	12	\$1,400	\$1,120		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$250	\$200	4352	
	5309B	IMPLEMENTATION	09	\$400	\$320		
	5307	IMPLEMENTATION	10	\$1,800	\$1,440		
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5309B	IMPLEMENTATION	11	\$400	\$320		
	5309B	IMPLEMENTATION	12	\$1,400	\$1,120		

<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>18-08-8100 METRA</b>	CHANGE PROJECT	\$3,840	\$2,880	(\$960)	-25.00%	No	No

Metra - Project Management and Grant REGIONWIDE

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	09	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	09	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	10	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	10	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	11	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	11	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	12	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	12	\$1,500	\$0	2990	
<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	09	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	10	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	10	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	11	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	11	\$1,500	\$0	2990	
	5307	IMPLEMENTATION	12	\$1,200	\$960	3689, AN-798	
	ILLT	IMPLEMENTATION	12	\$1,500	\$0	2990	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
5307	IMPLEMENTATION	09	\$0	\$0	3689, AN-798	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0006 CTA	CHANGE PROJECT	\$125,965	\$133,107	\$7,142	5.67%	No	No

CTA - 022.903 PERFORM RAIL CAR OVERHAUL & MID-LIFE REHABILITATION

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$17,429	\$17,429	FTA	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	5307	IMPLEMENTATION	10	\$7,612	\$7,612	FTA	
	5309B	IMPLEMENTATION	10	\$14,939	\$14,939	FIX	
	ILLT	IMPLEMENTATION	10	\$65,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$19,386	\$19,386	FTA	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	ILLT	IMPLEMENTATION	11	\$80,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$19,649	\$19,649	FIX	
	ILLT	IMPLEMENTATION	12	\$78,500	\$0	NEW STATE FUNDING	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$17,429	\$17,429	FTA	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	TRA	IMPLEMENTATION	09	\$7,142	\$7,142	ECONOMIC RECOVERY	
	5307	IMPLEMENTATION	10	\$7,612	\$7,612	FTA	
	5309B	IMPLEMENTATION	10	\$14,939	\$14,939	FIX	
	ILLT	IMPLEMENTATION	10	\$57,858	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$19,386	\$19,386	FTA	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	ILLT	IMPLEMENTATION	11	\$80,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$19,649	\$19,649	FIX	
	ILLT	IMPLEMENTATION	12	\$78,500	\$0	NEW STATE FUNDING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	MYB	\$306,835	\$0	OTHER
5307	IMPLEMENTATION	MYB	\$2,706	\$2,706	FTA FY13
5309B	IMPLEMENTATION	MYB	\$71,047	\$71,047	FTA FY13
ILLT	IMPLEMENTATION	MYB	\$65,000	\$0	NEW STATE FUNDING FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
03-08-0012 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$1,800	\$1,080	(\$720)	-40.00%	No	No
KENSINGTON RD FROM IL 83 0 MAIN ST/ELMHURST RD (COOK) TO US 45 0 DES PLAINES RIVER RD (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	10	\$2,250	\$1,800	1774770000	
Financial Data After Revision	STP-U	CONSTRUCTION	10	\$1,200	\$1,080	1-77477-0000	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-99-0002 CTA CTA - 073.500 IMPROVE FACILITIES	CHANGE PROJECT	\$59,320	\$61,820	\$2,500	4.21%	No	No

**Project Work Types After Revision:** MULTI-MODAL CENTER - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$9,402	\$9,402	FTA	
	RTA	IMPLEMENTATION	09	\$3,904	\$0	TC	
	SB	IMPLEMENTATION	09	\$1,063	\$0	DCEO FUNDS- ENERGY EFFICI	
	SB	IMPLEMENTATION	09	\$13,400	\$0	CTA BOND; ADD & AWARD; 08	
	5307	IMPLEMENTATION	10	\$14,152	\$14,152	FTA	
	ILLT	IMPLEMENTATION	10	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	10	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	11	\$17,044	\$17,044	FTA	
	5309B	IMPLEMENTATION	11	\$421	\$421	FIX	
	ILLT	IMPLEMENTATION	11	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	11	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	12	\$17,701	\$17,701	FTA	
	5309B	IMPLEMENTATION	12	\$600	\$600	FIX	
	ILLT	IMPLEMENTATION	12	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	12	\$3,904	\$0	TC	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$9,402	\$9,402	FTA	
	RTA	IMPLEMENTATION	09	\$3,904	\$0	TC	
	SB	IMPLEMENTATION	09	\$13,400	\$0	CTA BOND; ADD & AWARD; 08	
	SB	IMPLEMENTATION	09	\$1,063	\$0	DCEO FUNDS- ENERGY EFFICI	
	TRA	IMPLEMENTATION	09	\$2,500	\$2,500	Economic Recovery	
	5307	IMPLEMENTATION	10	\$14,152	\$14,152	FTA	
	ILLT	IMPLEMENTATION	10	\$9,500	\$0	New State Funding	
	RTA	IMPLEMENTATION	10	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	11	\$17,044	\$17,044	FTA	
	5309B	IMPLEMENTATION	11	\$421	\$421	FIX	
	ILLT	IMPLEMENTATION	11	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	11	\$3,904	\$0	TC	
	5307	IMPLEMENTATION	12	\$17,701	\$17,701	FTA	
	5309B	IMPLEMENTATION	12	\$600	\$600	FIX	
	ILLT	IMPLEMENTATION	12	\$12,000	\$0	NEW STATE FUNDING	
	RTA	IMPLEMENTATION	12	\$3,904	\$0	TC	

Project:	Action	Pre-Revision		Post-Revision		Change in	Percent	Cost	Add/ Delete
		Federal Funds		Federal Funds		Federal			
		(000)		(000)		Funds (000)	Change	Threshold	Phase
<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>									
5307	IMPLEMENTATION	MYB	\$126,654	\$126,654	FTA				
ILLT	IMPLEMENTATION	MYB	\$12,000	\$0	NEW STATE FUNDING				
5307	IMPLEMENTATION	MYB	\$6,190	\$6,190	FTA FY13				
RTA	IMPLEMENTATION	MYB	\$3,904	\$0	TC; FY13				

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-07-0021 IDOT-DOH DISTRICT 1	CHANGE PROJECT	\$0	\$0	\$0	0.00%	No	No
I- 94 0 0 DAN RYAN EXWY FROM 31ST STREET (COOK) TO I- 57 0 (NB & SB) (COOK)							

**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING  
SAFETY - LIGHTING  
SAFETY - FENCING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$615	\$0	1748230572	
	ILL	CONSTRUCTION	09	\$730	\$0	1748230576 - GATEWAY	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230575 - GATEWAY	
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$330	\$0	1618/47TH TO 59TH ST Z-OTHE	
	ILL	CONSTRUCTION	09	\$862	\$0	1609 95TH Z0OTHEX/A-FNC	
	ILL	CONSTRUCTION	09	\$190	\$0	1635/47TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC	
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574	
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$860	\$0	1615 63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$666	\$0	1619/47TH ST TO 59TH ST Z-OT	
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH Z0OTHEX/A-	
	ILL	CONSTRUCTION	09	\$490	\$0	178231603	
	ILL	CONSTRUCTION	09	\$540	\$0	1748231611	
	ILL	CONSTRUCTION	09	\$656	\$0	1748231612	
	ILL	CONSTRUCTION	09	\$880	\$0	1748231604	
	ILL	CONSTRUCTION	09	\$890	\$0	1748231613	
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$280	\$0	1748231636	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230573	
	ILL	CONSTRUCTION	09	\$565	\$0	1616 63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$80	\$0	31ST TO MLKDR/HALSTED	
	ILL	CONSTRUCTION	09	\$650	\$0	1610 87TH TO 95TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$530	\$0	1617/59TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$815	\$0	1748230577; E-LS, GATEWAY (IL	

Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
	ILL	CONSTRUCTION	09	\$800	\$0	1748231602			
	ILL	CONSTRUCTION	09	\$230	\$0	1748231638			
Financial Data After Revision	ILL	CONSTRUCTION	09	\$615	\$0	1748230572			
	ILL	CONSTRUCTION	09	\$730	\$0	1748230576 - GATEWAY			
	ILL	CONSTRUCTION	09	\$663	\$0	1748230575 - GATEWAY			
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$235	\$0	1618/47TH TO 59TH ST Z-OTHE			
	ILL	CONSTRUCTION	09	\$862	\$0	1609 95TH Z0OTHEX/A-FNC			
	ILL	CONSTRUCTION	09	\$190	\$0	1635/47TH TO 63RD Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC			
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO			
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574			
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$860	\$0	1615 63RD TO 71ST Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$510	\$0	1619/47TH ST TO 59TH ST Z-OT			
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH Z0OTHEX/A-			
	ILL	CONSTRUCTION	09	\$495	\$0	178231603			
	ILL	CONSTRUCTION	09	\$420	\$0	1748231611			
	ILL	CONSTRUCTION	09	\$656	\$0	1748231612			
	ILL	CONSTRUCTION	09	\$880	\$0	1748231604			
	ILL	CONSTRUCTION	09	\$890	\$0	1748231613			
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$280	\$0	1748231636			
	ILL	CONSTRUCTION	09	\$663	\$0	1748230573			
	ILL	CONSTRUCTION	09	\$565	\$0	1616 63RD TO 71ST Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$80	\$0	31ST TO MLKDR/HALSTED			
	ILL	CONSTRUCTION	09	\$650	\$0	1610 87TH TO 95TH Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$400	\$0	1617/59TH TO 63RD Z-OTHEX/A-			
	ILL	CONSTRUCTION	09	\$815	\$0	1748230577; E-LS, GATEWAY (IL			
	ILL	CONSTRUCTION	09	\$800	\$0	1748231602			
	ILL	CONSTRUCTION	09	\$230	\$0	1748231638			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-08-0032 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,250	\$2,290	\$40	1.78%	No	No
US 12 20 45 MANNHEIM ROAD FROM BELMONT AVENUE (COOK) TO CERMAK ROAD (COOK)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	09	\$2,500	\$2,250	1779410001	
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$2,545	\$2,290	1779410001	

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<b>03-09-0001 IDOT-DOH DISTRICT 1</b>	CHANGE PROJECT	\$2,178	\$1,908	(\$270)	-12.40%	No	No
US 12 0 0 RAND ROAD AT IL 53 68 (COOK) DUNDEE ROAD: FROM US 12 TO IL 53/68 KENNEDY DR OLD HICKS TO IL 53 (H-INTIMP & A-LTS)							

**Project Work Types After Revision:** SAFETY - LIGHTING  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	09	\$2,420	\$2,178	1781010000, SIG MOD & LIGHTI	
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$2,120	\$1,908	1781010000, SIG MOD & LIGHTI	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
HSIP	CONSTRUCTION	MYB	\$440	\$396	1781020000, SIDEWALK & INTE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>11-07-0001 MCHENRY COM</b>	CHANGE PROJECT	\$5,134	\$5,134	\$0	0.00%	No	No
VIRGINIA RD (FAU 121) AT IL 31 (FAU 3887) (MCHENRY) Park&Ride lot in SW quadrant							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
PARKING - NEW LOT OR GARAGE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$4,180	\$3,344	1766810200; VIRGINIA/KLASSEN;	
	STP-L	CONSTRUCTION	10	\$1,100	\$880	1766810200; VIRGINIA/KLASSEN	
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	09	\$30	\$30	PARK & RIDE	
	HPP	ENGINEERING-II	09	\$450	\$360	1766810202	
	HPP	ROW ACQUISITION	09	\$250	\$200		
	CMAQ	CONSTRUCTION	10	\$320	\$320	PARK & RIDE	
	HPP	CONSTRUCTION	10	\$480	\$384	CONSTRUCTION ENGINEERING	
	HPP	CONSTRUCTION	10	\$3,700	\$2,960	1766810200; VIRGINIA/KLASSEN	
	STP-L	CONSTRUCTION	10	\$1,100	\$880	1766810200; VIRGINIA/KLASSEN	

<b>08-00-0077 DUPAGE COUNTY DOT</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	No	No
CH 33 0 0 75TH ST FROM CH 56 0 WOODWARD AVE (DUPAGE/684) TO LYMAN AVE (DUPAGE/403)							

**Project Work Types After Revision:** HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	09	\$1,000	\$0		
	MFT-LO	CONSTRUCTION	09	\$5,000	\$0		
<b>Financial Data After Revision</b>	MFT-ALL	ENGINEERING	10	\$750	\$0		
	MFT-LO	CONSTRUCTION	10	\$7,500	\$0		



<b>Project:</b>	<b>Action</b>	<b>Pre-Revision Federal Funds (000)</b>	<b>Post-Revision Federal Funds (000)</b>	<b>Change in Federal Funds (000)</b>	<b>Percent Change</b>	<b>Cost Threshold</b>	<b>Add/ Delete Phase</b>
<b>06-02-0112 SOUTHWEST COM</b>	CHANGE PROJECT	\$445	\$557	\$112	25.17%	No	No
HARLEM AVENUE FROM 119TH STREET (COOK) TO 127TH STREET (COOK)							

**Project Work Types After Revision:** SAFETY - LIGHTING

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	STP-L	ENGINEERING-I	09	\$45	\$32		
	STP-L	CONSTRUCTION	10	\$591	\$413		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-I	09	\$45	\$32		
	STP-L	CONSTRUCTION	10	\$750	\$525		

<b>09-08-0055 KANE COM</b>	CHANGE PROJECT	\$593	\$801	\$208	35.08%	No	No
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WILSON STREET FROM RANDALL ROAD (KANE/BATAVIA) TO Island Ave (KANE/BATAVIA)

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	STP-L	CONSTRUCTION	09	\$790	\$593		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$1,068	\$801		

<b>09-08-0053 KANE COM</b>	CHANGE PROJECT	\$700	\$700	\$0	0.00%	No	No
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IL 58 0 0 SUMMIT STREET FROM DUNDEE AVENUE (KANE/ELGIN) TO 400' E of HIAWATHA DR (KANE/ELGIN)

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	GEN-OP	ENGINEERING-II	09	\$81	\$0		
	STP-L	CONSTRUCTION	09	\$933	\$700		
<b>Financial Data After Revision</b>	GEN-OP	ENGINEERING-II	09	\$81	\$0		
	STP-L	CONSTRUCTION	09	\$933	\$700		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-06-0020 KANE COM</b>	CHANGE PROJECT	\$250	\$250	\$0	0.00%	No	No
MAIN STREET FROM RANDALL RD (KANE/BATAVIA) TO IL 31 0 BATAVIA AVE (KANE/BATAVIA)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
 SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
 HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ENGINEERING-II	09	\$490	\$0		
	STP-L	ROW ACQUISITION	10	\$509	\$250		
<b>Financial Data After Revision</b>	GEN-OP	ENGINEERING-II	09	\$490	\$0		
	STP-L	ROW ACQUISITION	11	\$509	\$250		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	CONSTRUCTION	MYB	\$6,747	\$2,250	

<b>09-00-0021 Kane/Kendall Council of Mayors</b>	CHANGE PROJECT	\$1,433	\$1,433	\$0	0.00%	No	No
DUNDEE AVE AT SUMMIT ST (KANE/ELGIN) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
 HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
 HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$1,200	\$840	FROM 09-03-0006	
	STP-L	CONSTRUCTION	12	\$1,725	\$593		
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$1,200	\$840	FROM 09-03-0006	
	STP-L	CONSTRUCTION	10	\$1,725	\$593		

				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Project:		Action							
06-00-0047	COOK COUNTY HIGHWAY DEPT		CHANGE PROJECT	\$0	\$0	\$0	0.00%	No	No
88TH AVE FROM 87TH ST (COOK/HICKORY HILLS) TO 103RD ST (COOK/PALOS HILLS)									
Project Work Types After Revision:		HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment		Awarded
		MFT-ALL	CONSTRUCTION	09	\$6,000	\$0	103RD TO 87TH ST		
Financial Data After Revision		MFT-ALL	CONSTRUCTION	09	\$6,000	\$0	103RD TO 87TH ST		
07-97-0005	COOK COUNTY HIGHWAY DEPT		LINE ITEM	\$0	\$0	\$0	0.00%	No	No
WENTWORTH AVENUE FROM GLENWOOD LANSING ROAD (COOK/LANSING) TO RIDGE ROAD (COOK/LANSING)									
Project Work Types After Revision:		HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RECONSTRUCT IN KIND HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment		Awarded
		MFT-ALL	CONSTRUCTION	09	\$3,500	\$0			
Financial Data After Revision		MFT-ALL	CONSTRUCTION	09	\$5,000	\$0			
Totals for	52	Projects			\$669,443	\$691,283	\$21,840	3.3%	

Table 3 -1  
Chicago Metropolitan Agency for Planning  
Preliminary State / Regional Resources  
All Figures are in millions \$

	FFY 2009			FFY 2010			FFY 2011			FFY 2012			FFY 2013			Summary FFY 2009-2013		
	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total
(Statewide) ( A )(1)																		
FAI Maintenance	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	1,322.600	146.956	1,469.556
FAI Maintenance (Disc)																		
NHS	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	1,127.740	281.935	1,409.675
HBRRP	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	729.670	182.418	912.088
Equity Bonus	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	463.380	115.845	579.225
STP	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	494.500	123.625	618.125
Safety (HSIP)	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	227.295	25.255	252.550
Safety ( RR Xing)	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	50.785	5.643	56.428
STP (Enhancement 10%)	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	146.020	36.505	182.525
STP (Enhancement (ARRA))	28.068	0.000	28.068	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	28.068	0.000	28.068
High Priority Projects	119.110	0.000	119.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	119.110	0.000	119.110
Recreational Trails	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	8.845	2.211	11.056
Statewide (ARRA Funds)	635.267	0.000	635.267	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	635.267	0.000	635.267
	1,696.612	184.078	1,880.690	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	5,353.280	920.3921	6,273.672
Match Resources / State Only (B) >>>		566.000	566.000		512.400	512.400		512.400	512.400		512.400	512.400		512.400	512.400		2,615.600	2,615.600
( Regionwide FHWA ) (2)																		
STP Local	105.977	26.494	132.471	105.977	26.494	132.471	105.977	26.494	132.471	105.977	26.494	132.471	105.977	22.821	114.103	529.885	128.798	643.988
STP Counties	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	14.735	3.684	18.419
CMAQ (MPO Region)	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	456.095	114.024	570.119
High Priority Projects	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Regional (ARRA Funds)	179.933	0.000	179.933	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	179.933	0.000	179.933
	380.076	50.036	430.112	200.143	50.036	250.179	200.143	50.036	250.179	200.143	50.036	250.179	200.143	46.363	231.811	1,180.648	246.506	1,412.459
Match Resources (Local) ( 3 )		382.118	382.118		382.118	382.118		382.118	382.118		382.118	382.118		382.118	382.118		1,910.590	1,910.590
( Regionwide FTA ) (C)																		
Sect. 5307/ 5340	244.600	61.150	305.750	254.400	63.600	318.000	264.600	66.150	330.750	275.200	68.800	344.000	286.200	71.550	357.750	1,325.000	331.250	1,656.250
Sect. 5307 ( 4 )	(74.702)	(18.676)	(93.378)	(89.738)	(22.435)	(112.173)	(103.775)	(25.944)	(129.719)	(115.094)	(28.774)	(143.868)	(115.107)	(28.777)	(143.884)	(498.416)	(124.604)	(623.020)
Sect. 5309(m)(2)(B)	167.100	41.775	208.875	173.800	43.450	217.250	180.700	45.175	225.875	187.900	46.975	234.875	195.500	48.875	244.375	905.000	226.250	1,131.250
Sect. 5309(m)(2)(A) (New Start) (5)	30.474	7.619	38.093	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	30.474	7.619	38.093
Sect. 5309(m)(2)(C)	5.201	1.300	6.501	1.500	0.375	1.875	1.500	0.375	1.875	1.500	0.375	1.875	1.500	0.375	1.875	11.201	2.800	14.001
Sect. 5339 (Alternatives Analysis)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sect. 5307/Sect. 5309 (ARRA Funds)	414.193	0.000	414.193	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	414.193	0.000	414.193
	786.866	93.168	880.034	339.962	84.991	424.953	343.025	85.756	428.781	349.506	87.377	436.883	368.093	92.023	460.116	2,187.452	443.315	2,630.767
Match Resources / RTA ( 6 )( 7 )		80.232	80.232		831.66	831.66		858.801	858.801		686.045	686.045		688.367	688.367		3,145.105	3,145.105

Notes: A- FHWA SAFETEA-LU apportionments for FFY 2009, FHWA, Illinois Div., Springfield.  
 B- State matching resurces for FY 2009 through 2014 are from the Proposed Highway Improvement Program; IDOT  
 C- FTA estimates are from the FY 2009 through 2018 Prelim.Capital Plan Funding Marks; RTA, Sept. 15, 2008

- Statewide figures are based upon SAFETEA-LU apportionments from FHWA to the states.  
All forecasts assume SAFETEA-LU authorization levels. Fund estimates for FY 2010 through FY 2013 utilize the estimates for FFY 2009. Regional amounts of IDOT statewide funds will vary based upon project readiness, and are subject to IDOT priorities and obligation ceilings.
- Regional figures are based on setasides for local programming, designated program funds and apportionment estimates for FTA programs.
- Local match resources for regionally funded programs are from state MFT distributions as set by state law for counties and municipalities.

- Sect 5307 is reduced by the estimated amounts for debt service.
- New Start funding for FY 2009 are estimates for eligible projects and FFGA's.
- RTA match sources are from regional / State taxes, operating funds and bonding authority.
- RTA estimates are contingent on revisions due to FFY 2009 FTA apportionments and actions by the Illinois Legislature.
- Statewide figures are subject to revision. The major fund categories include Equity Bonus distributions.



## MEMORANDUM

**To:** Transportation Committee

**Date:** February 27, 2009

**From:** CMAP Staff

**Re** Biannual TIP/RTP Conformity Analysis and TIP Amendment

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In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Programmers submitted eighty-four revisions to seventy-five projects.

The Transportation Committee released the amendment for public comment at its January 16, 2009 meeting. The comment period closed February 20; no comments were received. The amendment was also considered at a Tier II consultation meeting on January 30, 2009.

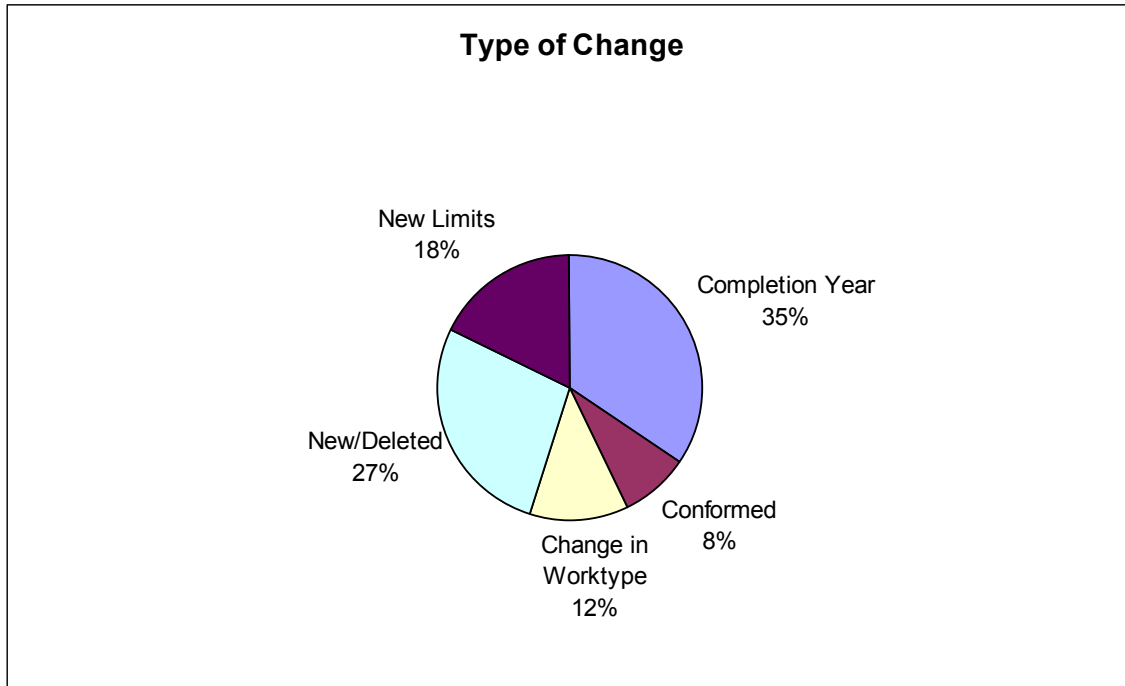
Specific project information is attached.

Ten of the requested revisions included adding, changing, or removing worktypes. Work types describe the work being completed in a project and determine if a project is exempt, exempt tested or non-exempt. An exempt work type does not require an air quality conformity analysis. Examples of exempt projects include road resurfacings and bus rehabilitation. Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include widening lanes to standard and continuous left turn lanes. Non-exempt projects may have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

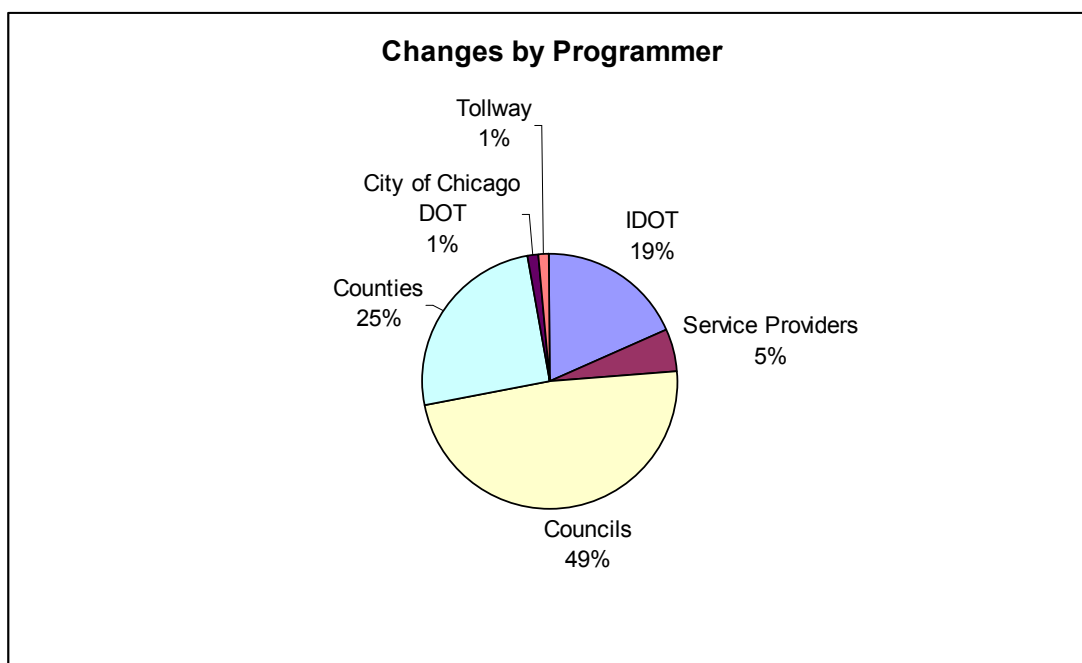
Seven of the requested revisions were to change the conformity status from not conformed to conformed. Federally funded phase 1 engineering can proceed on a non-exempt project not conformed project, but federal authorization for further phases generally requires conformity.

There were fifteen limit changes. Limits are the cross-streets, mileposts or other boundaries that define the extent of a project. There were six new projects and seventeen deleted projects.

Twenty nine projects had new completion years that triggered inclusion in the conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at selected years of the long range regional transportation plan (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the project must be included in the conformity analysis.



All programmers responded to the request for project changes for the biannual TIP amendment. There were eighty four changes requested involving seventy five projects. The specific changes are listed in the attached report.



The 2010, 2020 and 2030 highway and transit networks were coded to include the changes listed above and CMAP's regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the USEPA's MOBILE model. The highway emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CMAP conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for the attainment year and were very similar to emission estimates from the conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP approved in October, 2006.

PM2.5 emissions were calculated based on the project changes listed previously. PM2.5 and NOx emissions remain below the baseline year numbers.

CMAP recommends that a determination that the region's transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations and comply with all applicable implementation plan conformity requirements be made.

#### Northeastern Illinois Transportation Improvement Program Amendment Conformity Analysis Summary Results

##### PM<sub>2.5</sub>

Year	Annual VMT	Fine Particulate Matter				Nitrogen Oxides			
		Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total
2002	58,698,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	64,363,761,756	0.0243	1,725.12	158.90	1,884.02	1.1865	84,179.39	8,442.66	92,622.05
2020	69,036,939,907	0.0139	1,055.71	114.32	1,170.03	0.3802	27,408.66	3,004.68	30,413.34
2030	73,969,464,105	0.0127	1,032.59	116.46	1,149.05	0.2359	19,232.62	2,065.23	21,297.85

##### Ozone

Year	Summer Day VMT	VOC			NOx		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40
2010	183,111,774	0.4657022	94.00	127.42	1.0999797	222.02	280.40
2020	195,899,105	0.2402111	51.87	127.42	0.3324874	71.80	280.40
2030	210,433,212	0.2295195	53.24	127.42	0.2131740	49.45	280.40

##### Notes

Off-model benefits are not included in the total emissions estimates  
NIRPC values from analysis of December, 2008  
2007 ozone values from conformity analysis approved in October, 2006



# Chicago Metropolitan Agency for Planning

## Non-Exempt Projects Requiring Conformity Determination

Released for Public Comment on January 16, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
02-08-0005 North Shore Council of Mayors	CHANGE PROJECT	\$4,198	\$4,198	\$0	0.00%	Design Approval or Sig
SHERIDAN RD FROM ISABELLA AVE (COOK/EVANSTON) TO SOUTH BLVD (COOK/EVANSTON) FOREST AVENUE: MAIN STREET TO SHERIDAN ROAD						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,996	\$1,597		
	ILL	CONSTRUCTION	09	\$3,000	\$0	1771480300	
	SEC115	CONSTRUCTION	09	\$800	\$800		
	SEC117	CONSTRUCTION	09	\$428	\$428		
Financial Data After Revision	HPP	CONSTRUCTION	09	\$1,996	\$1,597		
	ILL	CONSTRUCTION	09	\$3,000	\$0	1771480300	
	SEC115	CONSTRUCTION	09	\$800	\$800		
	SEC117	CONSTRUCTION	09	\$428	\$428		

### These Line Items are Illustrative Only -- They Are NOT Part of the TIP

STP-L	CONSTRUCTION	MYB	\$1,796	\$1,269
STP-L	CONSTRUCTION	MYB	\$148	\$104



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>02-09-0003 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$0	\$0	0.00%	New Project
WILLOW RD FROM IL 43 WAUKEGAN RD (COOK/GLENVIEW) TO I- 94 EDENS EXWY (COOK/WINNETKA) NORTHFIELD, NORTHBROOK						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	GEN-OP ENGINEERING-I	09	\$1,500	\$0
	GEN-OP ENGINEERING-II	10	\$2,300	\$0

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

GEN-OP ENGINEERING	MYB	\$2,500	\$0
GEN-OP CONSTRUCTION	MYB	\$25,000	\$0

<b>07-09-0012 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$12,500	\$12,500	999.99%	New Project
IL 83 147TH ST FROM KEDZIE AVE (COOK/POSEN) TO WESTERN AVE/DIXIE HWY (COOK/POSEN)						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL ENGINEERING-II	09	\$1,000	\$0
	ILL ENGINEERING-I	09	\$300	\$0
	ILL ENGINEERING	10	\$1,500	\$0
	STP-U CONSTRUCTION	10	\$10,000	\$8,000
	STP-U CONSTRUCTION	11	\$5,000	\$4,500

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-09-0010 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$0	\$0	0.00%	New Project
I- 80 FROM US 30 (WILL/NEW LENOX) TO US 45 (WILL/ORLAND PARK)						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
INTERCHANGE - RECONSTRUCTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$200	\$0
	ILL	ENGINEERING-II	10	\$200	\$0
	ILL	ENGINEERING-II	11	\$4,800	\$0

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<b>08-07-0010 DuPage Council of Mayors</b>	CHANGE PROJECT	\$945	\$945	\$0	0.00%	Limits Changed
ARDMORE AVENUE FROM 16TH STREET (DUPAGE/OAKBROOK TERRACE) TO IL 56 BUTTERFIELD ROAD (DUPAGE/OAKBROOK TERRACE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - EXTEND ROAD  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

**Project Work Types After Revision:** HIGHWAY/ROAD - EXTEND ROAD  
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$7,254	\$945	FY10 NEEDS CONSULTATION	

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-97-0092	Chicago Department of Transportation	CHANGE PROJECT	\$8,196	\$8,196	\$0	0.00%	Scenario Year Change
IL 50 CICERO AVE FROM US 14 PETERSON AVE (COOK/CHICAGO) TO LEXINGTON (COOK/CHICAGO)							
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING					
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$10,135	\$8,108		
	CMAQ	ENGINEERING	09	\$110	\$88		
Financial Data After Revision	CMAQ	ENGINEERING	09	\$110	\$88		
	CMAQ	CONSTRUCTION	09	\$10,135	\$8,108		
03-00-0027	Cook County Highway Department	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
WEST BARTLETT ROAD FROM SPITZER ROAD (COOK/BARTLETT) TO IL 59 INGALTON AVE (COOK/BARTLETT)							
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES BICYCLE FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES BICYCLE FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$6,700	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$6,700	\$0		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-97-0016 DuPage County Division of Transportation</b>	CHANGE PROJECT	\$1,198	\$1,198	\$0	0.00%	Scenario Year Change
55TH STREET FROM HOLMES AVE (DUPAGE/CLARENDON HILLS) TO (W OF) CASS AVE (DUPAGE/WESTMONT)						

**Project Work Types Before Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,497	\$1,198	120104	
	MFT-LO	CONSTRUCTION	09	\$3,300	\$0		
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$1,497	\$1,198	120104	
	MFT-LO	CONSTRUCTION	09	\$3,300	\$0		

<b>03-97-0005 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$11,200	\$11,200	\$0	0.00%	Design Approval or Sig
IL 62 ALGONQUIN RD FROM EASTING WAY (COOK/SOUTH BARRINGTON) TO PENNY RD (COOK/SOUTH BARRINGTON)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$500	\$0		
	ILL	ENGINEERING-I	10	\$1,000	\$0		

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	ENGINEERING-II	MYB	\$1,600	\$0	
NHS	ENGINEERING-II	MYB	\$14,000	\$11,200	1752230100
ILL	CONSTRUCTION	MYB	\$14,000	\$0	
ILL	ROW ACQUISITION	MYB	\$2,000	\$0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
03-00-0028 Cook County Highway Department		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
MUNGER-NAPERVILLE RD FROM WEST BARTLETT RD (COOK/BARTLETT) TO STEARNS RD (DUPAGE/BARTLETT)							
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD							
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$2,800	\$0	COOK CO SECTION	
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$2,800	\$0	COOK CO SECTION	
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03-94-0099 Cook County Highway Department		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
POTTER RD FROM DEMPSTER RD (COOK/DES PLAINES) TO GOLF RD (COOK/DES PLAINES)							
Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING							
BRIDGE/STRUCTURE - REPLACE							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING							
BRIDGE/STRUCTURE - REPLACE							
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$11,000	\$0		
Financial Data After Revision	MFT-ALL	CONSTRUCTION	09	\$11,000	\$0		
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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>03-99-0018 Cook County Highway Department</b>		CHANGE PROJECT	\$3,680	\$3,680	\$0	0.00%	Scenario Year Change
QUENTIN RD FROM IL 68 DUNDEE RD (COOK/PALATINE) TO LAKE COOK RD (COOK/PALATINE)							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		BRR	CONSTRUCTION	10	\$4,600	\$3,680	
		MFT-ALL	CONSTRUCTION	10	\$3,820	\$0	
<b>Financial Data After Revision</b>		BRR	CONSTRUCTION	10	\$4,600	\$3,680	
		MFT-ALL	CONSTRUCTION	10	\$3,820	\$0	
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<b>06-00-0047 Cook County Highway Department</b>		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed
88TH AVE FROM 87TH STREET (COOK/HICKORY HILLS) TO 103RD STREET (COOK/PALOS HILLS)							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		MFT-ALL	CONSTRUCTION	09	\$6,000	\$0	103RD TO 87TH ST
<b>Financial Data After Revision</b>		MFT-ALL	CONSTRUCTION	09	\$6,000	\$0	103RD TO 87TH ST

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0019 DuPage County Division of Transportation</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed

EOLA RD AT I- 88 EAST-WEST TOLLWAY (DUPAGE/AURORA)

**Project Work Types Before Revision:** INTERCHANGE - NEW  
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

**Project Work Types After Revision:** INTERCHANGE - NEW  
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-LO	CONSTRUCTION	09	\$48,495	\$0	PARTIAL REIMBURSEMENT BY	
<b>Financial Data After Revision</b>	MFT-LO	CONSTRUCTION	09	\$48,495	\$0	PARTIAL REIMBURSEMENT BY	

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<b>08-00-0021 DuPage County Division of Transportation</b>	DELETE PROJECT	\$0	\$0	0.00%	Project Deleted
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COLLEGE RD FROM MAPLE AVE (DUPAGE/LISLE) TO HOBSON RD (DUPAGE/NAPERVILLE)

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:**

**Financial Data Before Revision**

**Financial Data After Revision**

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<b>08-00-0038 DuPage Council of Mayors</b>	DELETE PROJECT	\$1,358	(\$1,358)	-100.00%	Project Deleted
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FAIR OAKS RD FROM ARMY TRAIL RD (DUPAGE/CAROL STREAM) TO IL 64 NORTH AVE (DUPAGE/CAROL STREAM)

**Project Work Types Before Revision:** BICYCLE FACILITY  
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:**

**Financial Data Before Revision**

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0057 DuPage Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
248TH AVE FROM 95TH ST (WILL/NAPERVILLE) TO 103RD ST (WILL/NAPERVILLE)						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - ADD LANES						
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - ADD LANES						
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Financial Data Before Revision						
Financial Data After Revision						

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	CONSTRUCTION	11	\$3,957	\$0	NAPERVILLE CIP	

<b>08-00-0058 DuPage Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
BOOK RD FROM 111TH ST (WILL/NAPERVILLE) TO 117TH ST (WILL/NAPERVILLE)						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - EXTEND ROAD						
SAFETY - LIGHTING						
PEDESTRIAN FACILITY						
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - EXTEND ROAD						
SAFETY - LIGHTING						
PEDESTRIAN FACILITY						
Financial Data Before Revision						
Financial Data After Revision						

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	CONSTRUCTION	10	\$1,557	\$0	NAPERVILLE CIP	
OTH	ENGINEERING	09	\$235	\$0	NAPERVILLE CIP	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-00-0060 DuPage Council of Mayors</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change
IL 59 FROM FERRY RD (DUPAGE/NAPERVILLE) TO AURORA AVE (DUPAGE/NAPERVILLE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
 SIGNALS - MODERNIZATION  
 HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
 SIGNALS - MODERNIZATION  
 HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
<b>Financial Data After Revision</b>	GEN-OP	CONSTRUCTION	12	\$1	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
OTH	CONSTRUCTION	MYB	\$281	\$0	NAPERVILLE CIP	
OTH	ENGINEERING-I	09	\$100	\$0	NAPERVILLE CIP	
OTH	ENGINEERING-II	12	\$100	\$0	NAPERVILLE CIP	

<b>08-00-0074 DuPage County Division of Transportation</b>	DELETE PROJECT	\$0	\$0	0.00%	Project Deleted
ST CHARLES RD FROM IL 64 NORTH AVE (DUPAGE) TO MAIN ST, GLEN ELLYN (DUPAGE/GLEN ELLYN)					

**Project Work Types Before Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
 HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
 HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:**

**Financial Data Before Revision**

**Financial Data After Revision**

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0077	DuPage County Division of Transportation	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Work Types and Scena
75TH ST FROM WOODWARD AVE (E OF) (DUPAGE/WOODRIDGE) TO LYMAN AVE (DUPAGE/DOWNERS GROVE)							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		MFT-ALL	ENGINEERING	09	\$1,000	\$0	
		MFT-LO	CONSTRUCTION	09	\$5,000	\$0	
Financial Data After Revision		MFT-ALL	ENGINEERING	09	\$1,000	\$0	
		MFT-LO	CONSTRUCTION	09	\$5,000	\$0	
08-01-0014	DuPage Council of Mayors	DELETE PROJECT	\$838		(\$838)	-100.00%	Project Deleted
MAIN ST FROM CHURCH RD (DUPAGE/BENSENVILLE) TO YORK RD (DUPAGE/BENSENVILLE)							
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:							
Financial Data Before Revision							
Financial Data After Revision							

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-02-0023 DuPage Council of Mayors</b>	DELETE PROJECT	\$2,015		(\$2,015)	-100.00%	Project Deleted
HIGHLAND AVE FROM IL 38 ROOSEVELT RD (DUPAGE/LOMBARD) TO 22ND STREET (DUPAGE/LOMBARD)						
<b>Project Work Types Before Revision:</b> SIGNALS - INTERCONNECTS AND TIMING						
SIGNALS - MODERNIZATION						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						
<b>08-03-0104 DuPage Council of Mayors</b>	DELETE PROJECT	\$2,072		(\$2,072)	-100.00%	Project Deleted
WEST AVE FROM IL 64 NORTH AVE (DUPAGE/ELMHURST) TO ST CHARLES RD (DUPAGE/ELMHURST)						
<b>Project Work Types Before Revision:</b> PEDESTRIAN FACILITY						
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						
<b>08-03-0111 DuPage Council of Mayors</b>	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
WILLOWBROOK CENTRE PARKWAY FROM IL 83 (DUPAGE/WILLOWBROOK) TO EXISTING WILLOWBROOK CENTRE PKWY (DUPAGE/WILLOWBROOK)						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - EXTEND ROAD						
PEDESTRIAN FACILITY						
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						

			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>Project:</b>		<b>Action</b>					
<b>08-07-0003 DuPage Council of Mayors</b>		LINE ITEM	\$2,038	\$2,038	\$0	0.00%	Design Approval or Sig
		THORNDALE AVE FROM I- 290 RAMP (DUPAGE/ITASCA) TO PARK BLVD (DUPAGE/ITASCA)					
<b>Project Work Types Before Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS					
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
<b>Project Work Types After Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING					
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS					
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		CMAQ	ENGINEERING-II	09	\$330	\$264	
		CMAQ	CONSTRUCTION	10	\$250	\$200	
		STP-L	CONSTRUCTION	12	\$2,249	\$1,574	
<b>Financial Data After Revision</b>		CMAQ	ENGINEERING-II	09	\$330	\$264	
		CMAQ	CONSTRUCTION	10	\$250	\$200	
		STP-L	CONSTRUCTION	12	\$2,249	\$1,574	
<b>08-94-0030 DuPage Council of Mayors</b>		DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
		LOMBARD RD FROM FULLERTON AVE (DUPAGE/ADDISON) TO NORTH AVE (DUPAGE/LOMBARD)					
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - ADD LANES					
		BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS					
<b>Project Work Types After Revision:</b>							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>							

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>08-95-0013 DuPage County Division of Transportation</b>	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
KRESS RD FROM IL 64 NORTH AVE (DUPAGE/WEST CHICAGO) TO IL 38 ROOSEVELT RD (DUPAGE/WEST CHICAGO)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	CONSTRUCTION	09	\$1,250	\$0		
	MFT-LO	CONSTRUCTION	09	\$6,000	\$0		

**Financial Data After Revision**

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<b>08-97-0027 DuPage County Division of Transportation</b>	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
WOOD DALE ROAD FROM BELMONT AVENUE (DUPAGE/ADDISON) TO MONTROSE AVENUE (DUPAGE/WOOD DALE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:**

**Financial Data Before Revision**

**Financial Data After Revision**

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-00-0029 DuPage County Division of Transportation	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed
FABYAN PKWY FROM IL 38 ROOSEVELT RD (DUPAGE/WEST CHICAGO) TO KANE COUNTY LINE (DUPAGE/WEST CHICAGO)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-ALL	ENGINEERING	09	\$100	\$0	DUPAGE COUNTY	
	MFT-LO	CONSTRUCTION	11	\$6,000	\$0	DUPAGE COUNTY, INCLUDES G	
Financial Data After Revision	MFT-ALL	ENGINEERING	09	\$100	\$0	DUPAGE COUNTY	
	MFT-LO	CONSTRUCTION	11	\$6,000	\$0	DUPAGE COUNTY, INCLUDES G	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
GEN-OP	ROW ACQUISITION	10	\$0	\$0	DUPAGE COUNTY	
GEN-OP	CONSTRUCTION	MYB	\$1,500	\$0		
GEN-OP	ROW ACQUISITION	MYB	\$200	\$0	KANE COUNTY	
GEN-OP	ENGINEERING-II	MYB	\$150	\$0	KANE COUNTY	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-00-0035 Kane County Division of Transportation	CHANGE PROJECT	\$10,950	\$10,950	\$0	0.00%	Scenario Year Change
ANDERSON RD OVER THE UP WEST LINE (KANE/ELBURN) BETWEEN IL 38 AND KESLINGER RD						

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	ROW ACQUISITION	09	\$200	\$0		
	HPP	ENGINEERING-II	09	\$1,530	\$1,224		
	HPP	CONSTRUCTION	10	\$13,235	\$6,376		
	ILL	CONSTRUCTION	10	\$240	\$0		
	STP-C	CONSTRUCTION	10	\$1,100	\$850		
Financial Data After Revision	GEN-OP	ROW ACQUISITION	09	\$200	\$0		
	HPP	ENGINEERING-II	09	\$1,530	\$1,224		
	HPP	CONSTRUCTION	10	\$13,235	\$6,376		
	ILL	CONSTRUCTION	10	\$240	\$0		
	STP-C	CONSTRUCTION	10	\$1,100	\$850		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	CONSTRUCTION	MYB	\$3,125	\$2,500

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
09-06-0012	Kane County Division of Transportation	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
I- 90 AT IL 47 (KANE/HUNTLEY)								
Project Work Types Before Revision:		INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)						
Project Work Types After Revision:		INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		GEN-OP	ROW ACQUISITION	09	\$1,000	\$0		
		GEN-OP	ENGINEERING-II	09	\$2,600	\$0		
		GEN-OP	CONSTRUCTION	10	\$70,000	\$0		
Financial Data After Revision		GEN-OP	ENGINEERING-II	09	\$2,600	\$0		
		GEN-OP	ROW ACQUISITION	09	\$1,000	\$0		
		GEN-OP	CONSTRUCTION	10	\$70,000	\$0		
09-06-0014	Kane/Kendall Council of Mayors	CHANGE PROJECT	\$4,259	\$4,259	\$0	0.00%	Scenario Year Change	
INDIAN TRAIL FROM MITCHELL (KANE/AURORA) TO FARNSWORTH (KANE/AURORA)								
Project Work Types Before Revision:		SIGNALS - INTERCONNECTS AND TIMING						
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
Project Work Types After Revision:		SIGNALS - INTERCONNECTS AND TIMING						
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	09	\$8,199	\$1,700		
		HPP	CONSTRUCTION	11	\$3,119	\$2,559	1201600000	
Financial Data After Revision		STP-L	CONSTRUCTION	09	\$8,199	\$1,700		
		HPP	CONSTRUCTION	11	\$3,119	\$2,559	1201600000	



Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0025 Kane/Kendall Council of Mayors		CHANGE PROJECT	\$1,659	\$1,659	\$0	0.00%	Scenario Year Change
KEYES FROM STATE ST (KANE/HAMPSHIRE) TO INDUSTRIAL DRIVE (KANE/HAMPSHIRE) FROM STATE ST WEST 2750 FT							
Project Work Types Before Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Project Work Types After Revision:		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$2,605	\$1,438		
	HPP	ENGINEERING-II	10	\$226	\$181		
	HPP	ROW ACQUISITION	10	\$50	\$40		
Financial Data After Revision	HPP	CONSTRUCTION	09	\$2,605	\$1,438		
	HPP	ROW ACQUISITION	10	\$50	\$40		
	HPP	ENGINEERING-II	10	\$226	\$181		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
09-06-0027 Kane/Kendall Council of Mayors		CHANGE PROJECT	\$1,664	\$1,664	\$0	0.00%	Scenario Year Change
BASELINE RD FROM ORCHARD RD (KENDALL/MONTGOMERY) TO IL 31 (KENDALL/MONTGOMERY)							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
		HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		GEN-OP	ROW ACQUISITION	09	\$410	\$0	
		GEN-OP	ENGINEERING-I	09	\$200	\$0	
		HPP	CONSTRUCTION	09	\$1,950	\$1,560	
		HPP	ENGINEERING-II	09	\$130	\$104	
Financial Data After Revision		GEN-OP	ENGINEERING-I	09	\$200	\$0	
		GEN-OP	ROW ACQUISITION	09	\$410	\$0	
		HPP	ENGINEERING-II	09	\$130	\$104	
		HPP	CONSTRUCTION	09	\$1,950	\$1,560	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-00-0201 McHenry County Division of Transportation</b>	CHANGE PROJECT	\$12,537	\$12,537	\$0	0.00%	Scenario Year Change
IL 31 ALGONQUIN BYPASS FROM NORTH OF RAKOW RD (MCHENRY/ALGONQUIN) TO HUNTINGTON AVE / IL RT 31 (MCHENRY/ALGONQUIN)						

**Project Work Types Before Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD  
INTERCHANGE - NEW

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD  
INTERCHANGE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ROW ACQUISITION	09	\$2,000	\$1,600	TEA21; ALGON BY FROM S TER	
	CMAQ	CONSTRUCTION	10	\$395	\$316	S-TIM	
	HPP	ROW ACQUISITION	10	\$5,656	\$4,525	TEA21;ALGON BY 1763080109	
<b>Financial Data After Revision</b>	HPP	ROW ACQUISITION	09	\$2,000	\$1,600	TEA21; ALGON BY FROM S TER	
	CMAQ	CONSTRUCTION	10	\$395	\$316	S-TIM	
	HPP	ROW ACQUISITION	10	\$5,656	\$4,525	TEA21;ALGON BY 1763080109	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
HPP	CONSTRUCTION	MYB	\$7,620	\$6,096	SAFETEA; IL 31 ADDLANES	176

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-00-0400 McHenry County Council of Mayors</b>	CHANGE PROJECT	\$725	\$725	\$0	0.00%	Scenario Year Change
EAST CRYSTAL LAKE AVE FROM MAIN ST (MCHENRY/CRYSTAL LAKE) TO ERICK ST (MCHENRY/CRYSTAL LAKE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	10	\$906	\$725	1106950000	
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$906	\$725	1106950000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
11-03-0019	McHenry County Division of Transportation	CHANGE PROJECT	\$7,726	\$7,726	\$0	0.00%	Scenario Year Change	
WALKUP RD FROM BULL VALLEY RD (MCHENRY/MCHENRY) TO IL 176 (MCHENRY/CRYSTAL LAKE)								
Project Work Types Before Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Project Work Types After Revision:		SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	09	\$8,915	\$7,132	ROAD SEGMENT PORTION	
		STP-L	CONSTRUCTION	10	\$2,970	\$594	INTERSECTION IMPROVEMENT,	
Financial Data After Revision		CMAQ	CONSTRUCTION	09	\$8,915	\$7,132	ROAD SEGMENT PORTION	
		STP-L	CONSTRUCTION	10	\$2,970	\$594	INTERSECTION IMPROVEMENT,	
11-03-0021	McHenry County Council of Mayors	CHANGE PROJECT	\$1,429	\$1,429	\$0	0.00%	Scenario Year Change	
EAST CRYSTAL LAKE AVENUE FROM ERICK ST (MCHENRY/CRYSTAL LAKE) TO PINGREE RD/TERRA COTTA AVE (MCHENRY/ALGONQUIN)								
Project Work Types Before Revision:		HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Project Work Types After Revision:		HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	09	\$1,787	\$1,429		
Financial Data After Revision		STP-L	CONSTRUCTION	09	\$1,787	\$1,429		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-07-0010 McHenry County Council of Mayors		CHANGE PROJECT	\$1,144	\$1,144	\$0	0.00%	Scenario Year Change
HANSON RD FROM HUNTINGTON DRIVE (MCHENRY/ALGONQUIN) TO EDGEWOOD DRIVE (MCHENRY/ALGONQUIN)							
Project Work Types Before Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Project Work Types After Revision:		BICYCLE FACILITY PEDESTRIAN FACILITY HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	09	\$180	\$144	
		PRV	ENGINEERING-I	09	\$100	\$0	
		STP-L	CONSTRUCTION	09	\$2,600	\$1,000	
		PRV	ENGINEERING-II	10	\$100	\$0	
Financial Data After Revision		CMAQ	CONSTRUCTION	09	\$180	\$144	
		PRV	ENGINEERING-I	09	\$100	\$0	
		STP-L	CONSTRUCTION	09	\$2,600	\$1,000	
		PRV	ENGINEERING-II	10	\$100	\$0	

		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>Project:</b>						
<b>12-07-0021</b>	<b>Grundy County Highway Department</b>	CHANGE PROJECT	\$4,850	\$4,850	\$0	0.00% Scenario Year Change
RIDGE ROAD AT (1/4 MI. SOUTH OF) RIDGE RD (GRUNDY/MINOOKA) EXISTING RAIL STRUCTURE						
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE				
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - REPLACE				
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>
		HPP	ENGINEERING-I	09	\$300	\$150
		GEN-OP	CONSTRUCTION	12	\$1	\$0
<b>Financial Data After Revision</b>		HPP	ENGINEERING-I	09	\$300	\$150
		GEN-OP	CONSTRUCTION	12	\$1	\$0
<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
		HPP	ENGINEERING-II	MYB	\$300	\$150 FY09
		HPP	ROW ACQUISITION	MYB	\$100	\$50
		HPP	CONSTRUCTION	MYB	\$4,500	\$4,500

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>16-08-0004 CTA</b>	CHANGE PROJECT	\$17,190	\$17,190	\$0	0.00%	Limits Changed

CTA - 045.014 JEFFERY BLVD - BUS RAPID TRANSIT FROM JEFFERSON / WASHINGTON ST (COOK/CHICAGO) TO 103RD ST/ STONY ISLAND GARAGE (COOK/CHICAGO)

**Project Work Types Before Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

**Project Work Types After Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	ENGINEERING-I	09	\$14,815	\$14,815	08 MONIES	
	5309C	ENGINEERING-I	09	\$750	\$750		
	5309C	ENGINEERING-I	09	\$750	\$750		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	
<b>Financial Data After Revision</b>	5309A	ENGINEERING-I	09	\$14,815	\$14,815	08 MONIES	
	5309C	ENGINEERING-I	09	\$750	\$750		
	5309C	ENGINEERING-I	09	\$750	\$750		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	

<b>16-08-0005 CTA</b>	CHANGE PROJECT	\$24,625	\$24,625	\$0	0.00%	Limits Changed
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CTA - 045.013 CHICAGO AVE - BUS RAPID TRANSIT FROM AUSTIN BLVD (COOK/CHICAGO) TO NAVY PIER (COOK/CHICAGO)

**Project Work Types Before Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

**Project Work Types After Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	ENGINEERING-I	09	\$21,500	\$21,500	NEW START, 08 MONIES	
	5309C	ENGINEERING-I	09	\$1,125	\$1,125		
	5309C	ENGINEERING-I	09	\$1,125	\$1,125		
	ITS	ENGINEERING-I	09	\$875	\$875	ITS, 08 MONIES	
<b>Financial Data After Revision</b>	5309A	ENGINEERING-I	09	\$21,500	\$21,500	NEW START, 08 MONIES	
	5309C	ENGINEERING-I	09	\$1,125	\$1,125		
	5309C	ENGINEERING-I	09	\$1,125	\$1,125		
	ITS	ENGINEERING-I	09	\$875	\$875	ITS, 08 MONIES	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>16-08-0006 CTA</b>	CHANGE PROJECT	\$14,397	\$14,397	\$0	0.00%	Limits Changed
CTA - 045.011 HALSTED ST - BUS RAPID TRANSIT FROM IL 64 WAVELAND AVE/ BROADWAY (COOK/CHICAGO) TO 79TH ST (COOK/CHICAGO)						

**Project Work Types Before Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

**Project Work Types After Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	ENGINEERING-I	09	\$12,472	\$12,472	08 MONIES	
	5309C	ENGINEERING-I	09	\$525	\$525		
	5309C	ENGINEERING-I	09	\$525	\$525		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	
<b>Financial Data After Revision</b>	5309A	ENGINEERING-I	09	\$12,472	\$12,472	08 MONIES	
	5309C	ENGINEERING-I	09	\$525	\$525		
	5309C	ENGINEERING-I	09	\$525	\$525		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	

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<b>16-08-0007 CTA</b>	CHANGE PROJECT	\$13,752	\$13,752	\$0	0.00%	Limits Changed
CTA - 045.012 79TH ST BUS RAPID TRANSIT FROM FORD CITY SHOPPING CENTER (COOK/CHICAGO) TO SOUTH SHORE DR (COOK/CHICAGO)						

**Project Work Types Before Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

**Project Work Types After Revision:** BUS ROUTES - MAJOR SERVICE IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309A	ENGINEERING-I	09	\$11,677	\$11,677	08 MONIES	
	5309C	ENGINEERING-I	09	\$675	\$675		
	5309C	ENGINEERING-I	09	\$525	\$525		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	
<b>Financial Data After Revision</b>	5309A	ENGINEERING-I	09	\$11,677	\$11,677	08 MONIES	
	5309C	ENGINEERING-I	09	\$525	\$525		
	5309C	ENGINEERING-I	09	\$675	\$675		
	ITS	ENGINEERING-I	09	\$875	\$875	08 MONIES	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>02-06-0021 North Shore Council of Mayors</b>	CHANGE PROJECT	\$2,102	\$2,102	\$0	0.00%	Limits Changed
WILLOW RD FROM WINNETKA VILLAGE LIMITS (COOK/WINNETKA) TO GREEN BAY RD (COOK/WINNETKA)						

**Project Work Types Before Revision:** SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$675	\$0	WORK TYPE H-RS; 1753660001	
	STP-L	ENGINEERING-II	09	\$273	\$191		
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	09	\$675	\$0	WORK TYPE H-RS; 1753660001	
	STP-L	ENGINEERING-II	09	\$273	\$191		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	CONSTRUCTION	MYB	\$2,729	\$1,911	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>03-96-0021 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$124,137	\$124,137	\$0	0.00%	Limits Changed
ELGIN-O'HARE EAST EXTENSION FROM ROHLWING RD (DUPAGE/ITASCA) TO O'HARE WEST BYPASS (DUPAGE/BENSENVILLE)						
<b>RTP PROJECT</b>						

**Project Work Types Before Revision:** HIGHWAY/ROAD - EXTEND ROAD

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NRS	ENGINEERING-I	09	\$7,850	\$6,280	1776110330	
<b>Financial Data After Revision</b>	NRS	ENGINEERING-I	09	\$7,850	\$6,280	1776110330	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
NRS	CONSTRUCTION	MYB	\$147,321	\$117,857	1776110100	FFY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>06-02-0113 Southwest Council of Mayors</b>	CHANGE PROJECT	\$946	\$946	\$0	0.00%	Limits Changed

76TH AVENUE- PART 2 OF 3 FROM IL 83 127TH STREET (COOK/PALOS HEIGHTS) TO 131ST STREET (COOK/PALOS HEIGHTS)

**Project Work Types Before Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-I	09	\$47	\$33		
	STP-L	ENGINEERING-II	10	\$69	\$48		
	STP-L	CONSTRUCTION	11	\$1,236	\$865		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-I	09	\$47	\$33		
	STP-L	ENGINEERING-II	10	\$69	\$48		
	STP-L	CONSTRUCTION	11	\$1,236	\$865		

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<b>06-06-0028 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$176	\$176	\$0	0.00%	Work Types Changed
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US 6 159TH STREET AT 104TH AVE (COOK/ORLAND PARK)

**Project Work Types Before Revision:** SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

**Project Work Types After Revision:** SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

**Financial Data Before Revision**

**Financial Data After Revision**

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
STP-L	ENGINEERING-I	MYB	\$16	\$11	
STP-L	CONSTRUCTION	MYB	\$210	\$165	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-03-0016 South Council of Mayors</b>	CHANGE PROJECT	\$1,225	\$1,225	\$0	0.00%	Scenario Year Change
MAIN ST FROM CHICAGO HEIGHTS-GLENWOOD RD (COOK/GLENWOOD) TO CAMPBELL ST (COOK/GLENWOOD) N. MAIN ST TO STATE ST						

**Project Work Types Before Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,150	\$1,225	INCLUDES E3	
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$2,150	\$1,225	INCLUDES E3	

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<b>07-06-0014 South Council of Mayors</b>	CHANGE PROJECT	\$472	\$472	\$0	0.00%	Scenario Year Change
INDUSTRIAL PARK RD (LOGISTICENTER DR) FROM COTTAGE GROVE AVE (COOK/SAUK VILLAGE) TO MARK COLLINS DR (COOK/SAUK VILLAGE)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	IMPLEMENTATION	09	\$472	\$472		
<b>Financial Data After Revision</b>	HPP	IMPLEMENTATION	09	\$472	\$472		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>07-96-0003 South Council of Mayors</b>	LINE ITEM	\$4,553	\$4,553	\$0	0.00%	Scenario Year Change
UNIVERSITY PKWY FROM CRAWFORD (WILL/UNIVERSITY PARK) TO CENTRAL (WILL/UNIVERSITY PARK)						

**Project Work Types Before Revision:** BICYCLE FACILITY  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** BICYCLE FACILITY  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$688	\$550	UNIVERSITY PKWY AT GOVER	
	CMAQ	IMPLEMENTATION	09	\$688	\$528	BIKE FACILITY CENTRAL TO CR	
	STP-L	CONSTRUCTION	11	\$1,634	\$1,307	GSU TO GOVERNOR'S HWY.	
	STP-L	CONSTRUCTION	11	\$1,420	\$1,136	CICERO TO CENTRAL	
	STP-L	CONSTRUCTION	11	\$603	\$482	GOVERNOR'S HWY TO CICERO	
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$688	\$550	UNIVERSITY PKWY AT GOVER	
	CMAQ	IMPLEMENTATION	09	\$688	\$528	BIKE FACILITY CENTRAL TO CR	
	STP-L	CONSTRUCTION	11	\$603	\$482	GOVERNOR'S HWY TO CICERO	
	STP-L	CONSTRUCTION	11	\$1,420	\$1,136	CICERO TO CENTRAL	
	STP-L	CONSTRUCTION	11	\$1,634	\$1,307	GSU TO GOVERNOR'S HWY.	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP				
STP-L	ROW ACQUISITION	MYB	\$688	\$550

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement	
07-99-0114	South Council of Mayors	CHANGE PROJECT	\$2,310	\$2,310	\$0	0.00%	Limits Changed	
191ST STREET FROM IL 43 HARLEM AVENUE (COOK/TINLEY PARK) TO RIDGELAND AVENUE (COOK/TINLEY PARK)								
Project Work Types Before Revision:		HIGHWAY/ROAD - EXTEND ROAD						
Project Work Types After Revision:		HIGHWAY/ROAD - EXTEND ROAD						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	10	\$3,300	\$2,310		
Financial Data After Revision		STP-L	CONSTRUCTION	10	\$3,300	\$2,310		
09-06-0024	Kendall County Highway Department	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change	
ORCHARD RD FROM MILL (KENDALL/OSWEGO) TO IL 71 (KENDALL/OSWEGO)								
Project Work Types Before Revision:		HIGHWAY/ROAD - ADD LANES						
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
		BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS						
Project Work Types After Revision:		HIGHWAY/ROAD - ADD LANES						
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
		BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		MFT-LO	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
		PRV	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
Financial Data After Revision		MFT-LO	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	
		PRV	IMPLEMENTATION	09	\$3,000	\$0	HIGHWAY	

Project:			Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)		Change in Federal Funds (000)		Percent Change		Conformity Requirement					
10-94-0008 IDOT District 1 Division of Highways			CHANGE PROJECT		\$6,080		\$8,776		\$2,696		44.34% Design Approval or Sig					
US 45 LAKE AVE FROM IL 120 (LAKE/GRAYSLAKE) TO IL 137 (LAKE/LIBERTYVILLE) PHASE 1 STUDY IL 132 TO IL 176																
Project Work Types Before Revision:			HIGHWAY/ROAD - ADD LANES													
Project Work Types After Revision:			HIGHWAY/ROAD - ADD LANES													
			SIGNALS - MODERNIZATION													
			SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION													
Financial Data Before Revision			Fund													
			Source		Project Phase		FFY		Total Cost		Federal Cost		Segment		Awarded	
			GEN-OP		ENGINEERING-I		12		\$1		\$0					
Financial Data After Revision			STP-L		CONSTRUCTION		09		\$11,000		\$8,776		1710970400			

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-00-0001 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$1,280	\$8,776	\$7,496	585.63%	Design Approval or Sig
IL 31 FROM BULL VALLEY RD (MCHENRY/MCHENRY) TO IL 176 (MCHENRY/UNICORPORATED)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-II	09	\$1,600	\$1,280	1759390102	
	ILL	ROW ACQUISITION	10	\$11,000	\$0	1762960103	
	ILL	CONSTRUCTION	12	\$85,500	\$0	1762960100; INTERSECTION	
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$300	\$0	1759390109	
	ILL	ROW ACQUISITION	10	\$15,000	\$0	1762960103; IL 31 @ IL 176	
	HPP	ENGINEERING-II	12	\$1,600	\$1,280	1759390102	
	NHS	CONSTRUCTION	12	\$8,550	\$6,840	1762960100; INTERSECTION	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	CONSTRUCTION	MYB	\$75,000	\$0	1759390200
HPP	CONSTRUCTION	MYB	\$820	\$656	E3; 1759390105
ILL	ENGINEERING-II	MYB	\$4,200	\$0	1759390122
ILL	CONSTRUCTION	MYB	\$6,680	\$0	E3; 1759390105
ILL	ROW ACQUISITION	MYB	\$8,000	\$0	1759390511

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-03-0007 McHenry County Council of Mayors</b>	CHANGE PROJECT	\$3,249	\$3,249	\$0	0.00%	Scenario Year Change
IL 31 FROM MCCULLOM LAKE RD (MCHENRY/MCHENRY) TO IL 120 (MCHENRY/MCHENRY) BEGINS JUST SOUTH OF MCCULLOM LAKE RD & MAY END SOUTH OF IL120 AT GREEN ST (						

**Project Work Types Before Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$2,812	\$2,249	ENG2/CONST	
	STP-L	CONSTRUCTION	10	\$3,230	\$1,000		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$2,812	\$2,249	ENG2/CONST	
	STP-L	CONSTRUCTION	10	\$3,230	\$1,000		

<b>11-03-0012 McHenry County Council of Mayors</b>	CHANGE PROJECT	\$1,000	\$1,000	\$0	0.00%	Scenario Year Change
KREUTZER RD FROM MAIN ST (MCHENRY/HUNTLEY) TO IL 47 (MCHENRY/HUNTLEY)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	10	\$4,700	\$1,000		
Financial Data After Revision	STP-L	CONSTRUCTION	10	\$4,700	\$1,000		



Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-06-0012 McHenry County Council of Mayors		CHANGE PROJECT	\$1,000	\$1,000	\$0	0.00%	Limits Changed
PINGREE RD FROM UP RR TRACK (MCHENRY/CRYSTAL LAKE) TO CONGRESS PKWY (MCHENRY)							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		SIGNALS - MODERNIZATION					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		STP-L	CONSTRUCTION	09	\$2,177	\$1,000	Awarded
Financial Data After Revision		STP-L	CONSTRUCTION	09	\$2,177	\$1,000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-07-0009 McHenry County Council of Mayors		CHANGE PROJECT	\$1,000	\$1,000	\$0	0.00%	Scenario Year Change
MAIN ST FROM LIBERTY RD (MCHEMRY/CRYSTAL LAKE) TO CH 45 VIRGINIA RD (MCHEMRY/CRYSTAL LAKE)							
Project Work Types Before Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
		HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT					
		HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES					
		HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		MFT-LO	ENGINEERING-I	09	\$159	\$0	
		MFT-LO	ROW ACQUISITION	10	\$858	\$0	
		MFT-LO	ENGINEERING-II	10	\$114	\$0	
		STP-L	CONSTRUCTION	12	\$3,640	\$1,000	
Financial Data After Revision		MFT-LO	ENGINEERING-I	09	\$159	\$0	
		MFT-LO	ROW ACQUISITION	10	\$858	\$0	
		MFT-LO	ENGINEERING-II	10	\$114	\$0	
		STP-L	CONSTRUCTION	12	\$3,640	\$1,000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>11-07-0014 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Design Approval or Sig
IL 47 EASTWOOD DRIVE FROM US 14 NORTHWEST HWY (MCHENRY/WOODSTOCK) TO REED ROAD (MCHENRY/HUNTLEY)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$1,800	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
ILL	CONSTRUCTION	MYB	\$12,000	\$0	E3
ILL	ENGINEERING-II	MYB	\$7,280	\$0	
ILL	ROW ACQUISITION	MYB	\$12,000	\$0	
ILL	CONSTRUCTION	MYB	\$91,000	\$0	

<b>12-00-0029 Will County Council of Mayors</b>	DELETE PROJECT	\$0	\$0	0.00%	Project Deleted
BELL RD FROM IL 7 (WILL/HOMER TWP) TO 131ST ST (COOK/LEMONT)					

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	MFT-LO	ENGINEERING-II	10	\$800	\$0		
<b>Financial Data After Revision</b>							

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-04-0011 Will County Council of Mayors</b>	DELETE PROJECT	\$659		(\$659)	-100.00%	Project Deleted
CEDAR ROAD AT JOLIET HIGHWAY (WILL/NEW LENOX)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION  
HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

**Project Work Types After Revision:**

**Financial Data Before Revision**

**Financial Data After Revision**

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<b>12-06-0004 Will County Council of Mayors</b>	CHANGE PROJECT	\$800	\$800	\$0	0.00%	Scenario Year Change
ARSENAL-MANHATTAN RD FROM BASELINE RD (WILL/ELWOOD) TO IL 53 (WILL/ELWOOD)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	11	\$1,000	\$800		
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	11	\$1,000	\$800		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-06-0019 Will County Council of Mayors</b> I- 57 AT JOLIET RD (WILL/PEOTONE) INTERCHANGE ONLY	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
<b>Project Work Types Before Revision:</b> INTERCHANGE - NEW						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						

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<b>12-06-0020 Will County Council of Mayors</b> JOLIET RD FROM I- 57 (WILL/PEOTONE) TO IL 50 (WILL/PEOTONE)	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - CORRIDOR IMPROVEMENT						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						

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<b>12-06-0022 Will County Council of Mayors</b> IL 113 AT COMET DR (WILL/BRAIDWOOD) APPROX. 600 FT ON EACH SIDE OF THE INTERSECTION	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-06-0027 Will County Council of Mayors</b>	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
GAYLORD RD FROM DIVISION ST (WILL/CREST HILL) TO THEODORE ST (WILL/CREST HILL)						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
HIGHWAY/ROAD - CURB AND GUTTER						
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						
<b>12-06-0028 Will County Council of Mayors</b>	DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
KNAPP RD FROM WEBER ST (WILL/CREST HILL) TO THEODORE ST (WILL/CREST HILL)						
<b>Project Work Types Before Revision:</b> HIGHWAY/ROAD - WIDEN LANES AND RESURFACE						
HIGHWAY/ROAD - CURB AND GUTTER						
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
<b>Project Work Types After Revision:</b>						
<b>Financial Data Before Revision</b>						
<b>Financial Data After Revision</b>						

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>12-97-0002 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$26,055	\$26,055	\$0	0.00%	Design Approval or Sig
US 30 LINCOLN HWY FROM IL 59 DIVISION STREET (WILL/PLAINFIELD) TO I- 55 (N OF) (WILL/PLAINFIELD)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$950	\$0	1861002035; 1861002036	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILL	ENGINEERING-II	MYB	\$1,304	\$0	1861002003	
NHS	CONSTRUCTION	MYB	\$32,469	\$26,055	1861002000	
ILL	ROW ACQUISITION	MYB	\$6,281	\$0		

<b>12-97-0006 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$25,400	\$25,400	\$0	0.00%	Limits Changed
US 6 IL 7 159TH ST FROM I- 355 (WILL/HOMER TWP) TO WEST OF US 45 (WILL/ORLAND PARK)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	ENGINEERING-II	10	\$1,750	\$1,400	I-355 TO WILL-COOK; 190021010	
<b>Financial Data After Revision</b>	HPP	ENGINEERING-II	10	\$1,750	\$1,400	I-355 TO WILL-COOK; 190021010	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
NHS	CONSTRUCTION	MYB	\$30,000	\$24,000	1900210100	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>09-09-0020 Kendall County Highway Department</b>	NEW PROJECT		\$0	\$0	0.00%	New Project
GROVE RD FROM IL 126 1/2 MILE NORTH (KENDALL) TO IL 126 700' SOUTH (KENDALL)						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	GEN-OP ENGINEERING-I	09	\$100	\$0
	GEN-OP ROW ACQUISITION	10	\$250	\$0
	GEN-OP CONSTRUCTION	11	\$1,250	\$0

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<b>10-09-0024 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$0	\$0	0.00%	New Project
IL 131 GREEN BAY ROAD FROM RUSSELL ROAD (LAKE/ZION) TO SUNSET AVENUE (LAKE/WAUKEGAN) PHASE 1 STUDY IS A POTENTIAL ADD LANES TO IL 131						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL ENGINEERING-I	09	\$1,380	\$0
	ILL ENGINEERING-I	10	\$1,680	\$0

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	IMPLEMENTATION	MYB	\$56,000	\$0	IF ADD LANES; INCLUDES E3
ILL	ENGINEERING-II	MYB	\$5,600	\$0	
ILL	IMPLEMENTATION	MYB	\$31,000	\$0	IF WIDEN & RESURFACE
ILL	CONSTRUCTION	MYB	\$5,600	\$0	
ILL	ROW ACQUISITION	MYB	\$10,000	\$0	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
<b>10-09-0023 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$11,200	\$11,200	999.99%	New Project
I- 94 TRI-STATE TOLLWAY FROM RUSSELL RD (LAKE/WADSWORTH) TO IL 173 ROSECRANS RD (LAKE/WADSWORTH)						

**Project Work Types Before Revision:**

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
 BRIDGE/STRUCTURE - REPLACE  
 INTERCHANGE - RECONSTRUCTION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILL	ENGINEERING-I	09	\$500	\$0	
	ILL	ENGINEERING-I	10	\$1,000	\$0	
	NHS	ENGINEERING-II	11	\$14,000	\$11,200	PTB 148-001. P-91-404-08

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILL	CONSTRUCTION	MYB	\$32,459	\$0
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<b>09-96-0011 IDOT District 3 Division of Highways</b>	CHANGE PROJECT	\$11,304	\$11,304	\$0	0.00%	Limits Changed
US 34 FROM IL 47 (KENDALL/BRISTOL TWP) TO ORCHARD RD (KENDALL/OSWEGO)						

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
 HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
 HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Financial Data Before Revision**

**Financial Data After Revision**

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

STP-R	ROW ACQUISITION	MYB	\$0	\$0
STP-R	CONSTRUCTION	MYB	\$14,130	\$11,304

<b>Totals for 75 Projects</b>	<b>\$368,393</b>	<b>\$395,343</b>	<b>\$26,950</b>	<b>7.3%</b>
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# Present to Future Preparedness Planning



Vincent B. Davis  
Manager RPI

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## What is RPI?

The *Regional Preparedness Initiative* (RPI) is a Chapter led three-year collaborative plan to address gaps in our ability to support recovery efforts in the event of a catastrophic disaster in the Greater Chicagoland area.



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## RPI focused on four major objectives

**Objective I. Awareness** – fundraising and marketing/media development.

**Objective II. Partnerships** – building “connected” relationships through expanded agreements with public, private, community based stakeholders.

**Objective III. Readiness & Response** – building capacity of physical assets, expanding volunteer ranks, and ensuring interoperability of plans.

**Objective IV. Education** - increasing and expanding training courses and focusing outreach to vulnerable populations and communities.



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## Transportation Synergies With RPI Objectives

- **Awareness** - Increase public options and opportunities for obtaining services, improve efficiencies in "connecting" survivors, increase communication about emergency services and evacuation routes
- **Partnerships** - Foster seamless working relationships between emergency response, human services, and transportation agencies
- **Readiness & Response** - Help relieve backlogs and remove barriers to obtaining transportation assistance
- **Education** - Provide additional vehicles for post-disaster long-term care, and education

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## Present to Future Preparedness Planning

*Regional Preparedness Initiative*

Short-Term Plan



Regional  
Preparedness  
Initiative  
2008 - 2011

Ongoing Planning  
& Execution

Long-Term Plan



30-Year  
Plan for the  
Future  
2040

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## Emergency Preparedness

### Broad Areas of Recommendations

1. Develop a culture of preparedness
2. Identify stakeholders and create collaborative inter-organizational teams
3. Acquire, manage, and deliver resources

Transportation

Specific recommendations will emphasize the human capital investments that need to be made; this is based on the advisory team's recommendation that investing in our people should be the over-arching focus

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## Emergency Preparedness: Transportation



- Transportation needs
  - Evacuation: People, Pets, Special Needs
  - Response: Human Resources, Physical Supplies
- Strategy
  - Identify key participants
  - Coordinate an integrated plan for evacuation and supply lines
  - Increase Awareness

Options	Participants	Existing Plan	Role
Land	Example: CTA	Part of FEMA, IEMA, and OEMC	Evacuation
Air			
Water			



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## Emergency Preparedness



### Advisory Committee Organizations

Alfred P. Sloan Foundation  
 Anti-Cruelty Society  
 Casa Central  
 Chicago 2016  
 Chicago Cares  
 City of Chicago Office of Emergency Management & Communications (OEMC)  
 Collaborative Healthcare Urgency Group (C.H.U.G)  
 Council for Excellence in Government  
 DuPage County Human Services  
 Federal Emergency Management Agency (FEMA)  
 Greater Chicago Food Depository  
 Illinois Department of Public Health  
 Illinois Emergency Management Agency (IEMA)  
 Illinois Faith-Based Preparedness Initiative  
 Illinois Volunteer Organizations Active in Disasters (ILVOAD)  
 Northern Illinois Food Bank  
 Robert R. McCormick Foundation  
 Rush University Medical Center  
 United Way of Metropolitan Chicago



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## RPI BACKGROUND

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## Quote from Amanda Ripley

"All of us, but especially people in charge of a city, a theater, a business--should recognize that people can be trusted to do their best at the worst of times. They will do even better if they are encouraged to play a significant role in their own survival before anything goes wrong."

Author of "Unthinkable" who survives when disaster strikes

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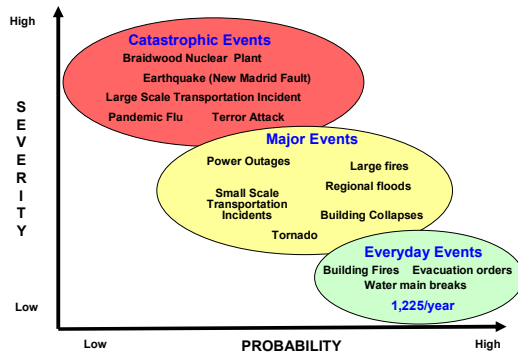
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## Chicagoland Is At Risk



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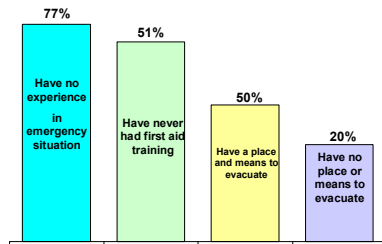
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## Few Individuals and Households Are Ready



\* Council for Excellence in Government Public Readiness Index 2006

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## RPI Scope

- RPI Project will impact the 8.6 million citizens of the Greater Chicago area
- Direct Service Counties of Cook Will Lake Kane (including Fox River) DuPage McHenry Kendall.
- Success will require a collaborative effort with partners, stakeholders, donors, internal staff and volunteers from throughout the Region

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## RPI Goals

- **Risk-based Capacity Building**
  - Increased Material (Cots, Blankets, Supplies)
  - Increased Shelter & Feeding Capability
  - Increased Volunteer Staff
- **Public Awareness and Education**
  - Focused outreach based on community specific needs
  - Increased disaster education to individuals, businesses, government and community based organizations
  - Targeted marketing and media campaigns
- **Interoperability**
  - Coordinated planning with emergency partners
  - Improved technological capabilities for response operations

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## RPI Capacity Building Targets

- **Increase shelter inventory**
  - Ensure 100,000 person capacity regardless of which county may be impacted
  - Provide 300,000 meals (3 meals per day for 100,000 shelter occupants)
  - Provide cots, blankets, comfort kits to support shelter occupants
  - Expand food vendor agreements across the region
- **Establish capability to support Evacuation Hubs**
  - To provide rest and respite for up to **one million** people transiting the ARCGC region
  - Includes snacks, water, comfort kits, **Safe & Well** access and other essential services
- **Recruit and train 15,000 volunteers**
  - To support feeding and sheltering operations
  - Assist with other support and training needs

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# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
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Chicago, IL 60606

312-454-0400 (voice)  
312-454-0411 (fax)  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## MEMORANDUM

**To:** Transportation Committee

**Date:** February 27, 2009

**From:** Ross Patronsky, Senior Planner

**Re:** *GO TO 2040* Capital Program Element – Evaluation Measures

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An initial step in developing the capital program element of the *GO TO 2040* plan is to develop measures that can be used to evaluate individual projects or groups of projects for their support of the preferred scenario. To develop these measures, CMAP contracted with the Volpe Center to perform two tasks:

- Scan the approaches of other regions to evaluating transportation projects and summarize a selected group of these regions that represent the best practices in this area.
- Recommend, based on the results of the best practices summary, a candidate set of measures to consider for use in evaluating projects and scenarios in northeastern Illinois.

Attached for your review and comment are the best practices summary and an initial list of potential evaluation measures.

The candidate measures are grouped into categories designed to address both the areas of interest in the *GO TO 2040* Regional Vision as well as the eight factors laid out in the U.S. Department of Transportation's planning regulations. The categories are:

- Mobility
- Accessibility
- Efficient System Operation
- Connectivity
- Maintenance and Preservation of System
- Safety and Security
- Environment and Energy
- Land Use
- Economy

Cost-effectiveness and environmental justice are also important areas of consideration, but will be evaluated in a different way.

For reference, the applicable section of the Code of Federal Regulations is attached.

Each category has one or more measures suggested, broken out by mode (or multimodal, if applicable). The measures are referenced against the measures used by the regions summarized as using best practices – an “X” indicates that the region used that measure in their evaluations. Since each region has different data available and a different transportation modeling environment, the measures are not uniform across the board, but comparable in what they are attempting to evaluate. So, for example, the first candidate measure, Delays on the auto/roadway system, has a comparable measure in Boston, Los Angeles and Portland, but not in Baltimore or San Francisco.

In addition, the candidate measures are compared to the tracking indicators in the Regional Indicators Project. The abbreviation indicates the theme (e.g., Tr is Transportation), and the number is the category within the theme. Again, looking at the first candidate measure, Delays on the auto/roadway system, the measure is comparable to indicators within the first two transportation categories, System Reliability and System Operations.

The candidate measures will be reviewed and refined over the next two months, with presentations to other committees and a more extended discussion at the April Transportation Committee meeting. Committee members may also comment directly to CMAP staff during this period, and additional review comment opportunities can be made available if desired. A final list of measures will be brought to the Transportation Committee in May, and a recommendation for endorsement will be sought at that time. Endorsement is scheduled to be requested from the MPO Policy Committee in June and the CMAP Board in July. At that time, updated descriptions of candidate major capital projects will also be in hand for evaluation based on the adopted measures. Further data collection and evaluation will be conducted over the following several months.

###





# Chicago Metropolitan Agency for Planning

## GO TO 2040 Major Capital Program Element

Potential Evaluation Measures

March 6, 2009

Attribute	Mode	Measure	Boston	Baltimore	LA	SF	Portland	Indicator(s)
<b>Mobility</b>	<b>Ability or Capacity for Travel/Level of Service (LOS)</b>							
	<b>Auto/Roadways</b>	Delays - System	X		X		X	EC 5, Tr 1, Tr 2
		Delays - Targeted Facilities or Corridors	X		X		X	
		Congestion	X	X	X		X	Tr 1, Tr 2
	<b>Transit</b>	Transit Service Area		X		X	X	EC 5, Ho 1, R 1, Tr 3
		Amount of Service Provided				X	X	
		Travel Time/Speed			X		X	Tr 1
	<b>Bicycle/Pedestrian</b>	Provision of Bicycle and Pedestrian Facilities				X	X	He 4, Tr 3, Tr 9
<b>Accessibility</b>	<b>Availability and Utility of System for all Origins/Destinations</b>							
	<b>Multimodal</b>	Mode Shift		X			X	Tr 4

Attribute	Mode	Measure	Boston	Baltimore	LA	SF	Portland	Indicator(s)
		Jobs-Housing Access		X	X		X	EC 5, Ho 1, R 1, Tr 9
<b>Efficient System Operation</b>	<b>Productivity/Usage of Transportation Facilities and Infrastructure</b>							
	<b>Auto/Roadways</b>	Peak Period Utilization/Demand	X	X	X	X	X	Tr 4
	<b>Transit</b>	Ridership		X		X	X	Tr 2
<b>Connectivity</b>	<b>System Integration Across Modes</b>							
	<b>All Modes; Intermodal</b>	Network Completeness	X	X		X		
<b>Maintenance and Preservation of System</b>								
	<b>Auto/Roadways</b>	Facility Condition				X	X	Tr 5
	<b>Transit</b>	Facility Condition				X	X	Tr 5
	<b>Freight</b>	Facility Condition					X	Tr 5
<b>Safety and Security</b>								
	<b>Auto/Roadways</b>	Accident Frequency and Severity	X	X	X	X		He 6, S 7, Tr 7
	<b>Multimodal</b>	Safety Features		X	X	X		

Attribute	Mode	Measure	Boston	Baltimore	LA	SF	Portland	Indicator(s)
	Multimodal	Transportation System Operation in Emergencies			X			He 6, S 7
Environment and Energy								
	Multimodal	Air Quality	X	X	X	X	X	ENR 1, He 4, Tr 9
		Energy Consumption and Greenhouse Gas Emissions						EC 5, ENR 5, ENR 6, Tr 6, Tr 9
		Preservation of Natural Resources	X	X				ENR 4, ENR 7, R 4
Land Use	Supports Regional Land Use and Development Vision, Long-Range Plans							
	Multimodal	Mutual Consistency Between Regional and Sub-Regional Plans	X					Coord
	Transit	Density of Nearby Land Use				X	X	R 1
	Multimodal	Support for Infill Development	X			X	X	ENR 4, R 1
		Preservation of Open Space; Conservation of Undeveloped Land	X				X	ENR 4, R 4
Economy	Economic Benefits, Economic Development Impacts							
	Multimodal	Long-Term Economic Development					X	EC 1, EC 2, EC 4, He 3
	Freight	Economic Impact on Freight System		X		X	X	EC 5, R 1, Tr 2

Attribute	Mode	Measure	Boston	Baltimore	LA	SF	Portland	Indicator(s)
Cost-Effectiveness		Overall Effectiveness of Fiscally-Constrained Scenarios will be Evaluated						
Environmental Justice		Overall Distribution of Environmental Burdens and Benefits for Scenarios will be Evaluated						

Indicator Key:

Coord	Coordinated Planning and Government (note that indicators in this area are not yet determined)
EC	Economic Competitiveness
ENR	Environment and Natural Resources
He	Health
Ho	Housing
R	Reinvestment
S	Safety and Security
Tr	Transportation

# Development of Evaluation Measures for Major Capital Projects

Prepared for the Chicago Metropolitan Agency for Planning

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February 2009

DRAFT



the **VOLPE**  
center

Melissa Laube

John A. Volpe National Transportation Systems Center  
Research and Innovative Technology Administration  
U.S. Department of Transportation

Evaluation measures can play an integral role in the *GO TO 2040* planning process, providing a basis for assessing the relative merits of alternative transportation capital investments to support the region's vision for its future development. As a first step in identifying measures and the process that CMAP can apply in long-range regional planning, the Volpe Center has reviewed the project evaluation practices of selected Metropolitan Planning Organizations (MPOs) and other transportation agencies across the United States. The review is summarized in this paper, and will be followed later by draft measures and methods that CMAP can apply in evaluating potential capital projects. Additionally, we have included here initial thoughts about how CMAP might use evaluation practices in the context of short-term projects being considered within the Federal Economic Recovery Package. The Volpe Center will work with CMAP to expand upon these initial thoughts to develop a process for reviewing and screening candidate projects for the proposed new federal funding.

## **Nationwide Scan**

The Volpe Center initially conducted a scan of selected national peers to determine the range of practices throughout the country and then to select those with the greatest relevance to the *GOTO 2040* process. The search focused on the development of long-range transportation plans and regional plans, such as growth management plans with a transportation component. The following criteria guided the selection of transportation agencies and planning processes for inclusion in the review:

- MPOs with strong records of accomplishment in long-range planning, as reflected in Federal Certification and peer reviews;
- Major metropolitan areas; and
- Geographic cross-section, including the Midwest.

The Volpe Center considered a total of 17 prospective regional planning/MPO best practice examples. The metropolitan areas ranged from Seattle to Atlanta and included most of the country's regions with major cities, including Detroit, Cleveland, and Minneapolis in the Midwest. The scan also included smaller metropolitan areas – Harrisburg, PA, Albany, NY and Charlotte, NC - based on related positive results of metropolitan planning reviews conducted during Federal planning oversight. Analysis focused on the following types of information:

- Use of defined measures or criteria for comparative evaluation of capital projects, independently or as part of long-range planning scenarios;
- Multi-modal perspective;
- Inclusion of environmental, land use, and community impacts;
- Linkage to long-range transportation and growth plans, i.e., a specific process for assessing relative merit of proposals in relation to plan goals and objectives.

The scope of the review included the overall evaluation strategy as well as identification of specific evaluation measures. This context is important not only to illustrate how the measures are used, but also to show how some of the major issues inherent to plan evaluation have been addressed, such as how to assign priorities to different evaluation criteria and how to address

investments in different modes. For example, some of the best practices rely on scenario-based evaluation, in which scenarios composed of multiple projects are evaluated, rather than individual projects. The specific evaluation measures used in this approach generally can also be applied to individual projects, particularly when the projects are large in scale. In addition, this approach reflects the reality that the cumulative impact of an array of different projects often can be more – or less – than the sum of the component parts. These issues also are explored in the Volpe Center’s previous report for CMAP, *Innovative Applications of Transportation Performance Measures by Peer Agencies*, July 2008.

The results of the scan are discussed below and presented in more detail in Appendix A of this memorandum.

The scan also considered large metropolitan transit agencies for possible measures that could be applied to transit or possibly adapted to a multi-modal context: BART (San Francisco), MBTA (Boston), MTA (New York City), SEPTA (Philadelphia), and WMATA (Washington, DC). While all of these agencies have standards that they apply for service evaluation purposes, the scope of their evaluations does not match the long-range regional planning processes conducted by CMAP and the MPOs researched for this study. The transit agencies’ evaluation measures generally are of three kinds: 1) operations-based service standards governing ridership, adherence to schedule, reliability (e.g., distance between failures), accessibility, comfort, safety, security, cost-effectiveness; (2) organization-based measures such as financial stability and workforce effectiveness; and (3) in some cases, broadly-defined social goals such as sustainability, but without corresponding performance or evaluation measures.

The evaluation process and measures applied by five MPOs emerged as the best examples of overall effective practice with immediate relevance to the *GOTO 2040* planning effort:

- Baltimore
- Boston
- Los Angeles
- Portland, OR
- San Francisco

The following section presents a review of the evaluation measures and processes applied in these five metropolitan areas and, at CMAP’s request, Wisconsin and Missouri.

## **Baltimore**

Development of [Baltimore’s Transportation Outlook 2035](#), the regional long-range metropolitan transportation plan, included an investment prioritization process for individual transportation projects. The process consisted of two components, each of which included a separate set of criteria and scoring procedure: (1) policy evaluation and (2) technical analysis.

### *Policy Evaluation*

The *Policy Evaluation* component of the evaluation process accounted for 60 percent of the total score for each project. Seven categories of criteria were considered, as follows, each of which includes from two to five component criteria and accounts for 20 points, with a total maximum of 140 points:

- Safety
- Maximize System Operations
- Accessibility
- Environmental Quality
- Improves System Security
- Link Transportation Planning with Land Use and Economic Development
- Foster Inter-jurisdictional Participation and Cooperation

The policies conform to priorities of the Baltimore Metropolitan Council's member jurisdictions. Some criteria within each of the categories are subject to objective, quantitative measurements, e.g., "Improves safety by reducing fatalities and injuries" under the "Safety" category, but most of the criteria are qualitative, e.g., "Enhance safety by improving intersections," in that staff judgment is the basis for assigning quantitative scores on scales that range from 0 – 2 to 0 – 10 for different criteria. For example, "Improves safety by reducing fatalities and injuries" is scored on a 0 - 5 point scale, as is "Promotes preservation of natural and cultural resources, rural areas and sensitive lands," in the "Environmental Quality" category, whereas "Contributes to short and long term achievement of air quality targets," also in the "Environmental Quality" category, is scored on a 0 – 8 point scale and "Promotes efficient use of energy sources" is scored on a 0 -2 point scale. The differences in scale serve the function of weighting the different criteria within categories. The individual criteria and corresponding point values are shown in Appendix B.

### *Technical Analysis*

The *Technical Analysis* evaluation component, accounting for 40 percent of a project's total score, consists entirely of quantitative measures. Highways, rail transit, and non-motorized transportation projects were each evaluated according to different sets of criteria on a 100-point scale. Highway evaluation measures are divided into seven categories, each of which includes one or two quantitative measures worth points ranging from 0-3 to 1-10 points, as follows:

- Safety (20 points) – Crash Frequency and Crash Severity
- Congestion (15 points) – Measure of peak congestion per day based on travel demand model results
- Demand (15 Points) – Peak one-hour volume per lane
- Accessibility (10 points) – Travel time savings
- Cost Effectiveness (15 points) – Capital Cost Effectiveness and Operating and Maintenance Cost Effectiveness
- Connectivity (10 points) – Roadway and Transit
- Environment (15 points) – Air Quality Benefit and Natural Resources

For example, as noted above, the "Safety" category includes two criteria: "Crash Frequency," measured in terms of the rate of total crashes per vehicle miles traveled (VMT) and log miles,



and “Crash Severity,” a measure of the rate of injuries and fatalities per VMT and log miles. Each of these criteria was scored on a scale of 1 to 10. Another example of a highway evaluation category is “Accessibility,” measured in terms of the amount of travel time projected to be saved as a result of project implementation, and also scored on a 0 to 10 point scale. “Environment,” another evaluation category, includes two criteria: “Air Quality Benefit,” scored on a 1 to 10 point scale, and “Natural Resources,” worth a total of five points with a perfect score. The “Natural Resources” score was based on staff analysis of impacts, such as is required under the National Environmental Protection Act (NEPA) process.

Rail Transit projects were evaluated according to seven categories of criteria that closely parallel the highway criteria, although the distribution of points among the categories differs:

- Safety (5 points) – impact on roadway, transit, pedestrian, and bicycle safety as determined through staff analysis
- Congestion (10 points) – impact on traffic flows based on traffic model forecasts
- Demand (15 points) – Riders per mile
- Accessibility (25 points) – Job Accessibility and Modal Shift
- Cost Effectiveness (15 points) – Capital Cost Effectiveness and Operating and Maintenance Cost Effectiveness
- Connectivity (25 points) – Intraregional and Interregional Transit (two criteria)
- Environment (5 points) – Air Quality Benefit and Natural Resources.

A crucial difference between the scoring of highway and transit projects is that Accessibility and Connectivity are weighted far more heavily in the case of transit projects, whereas the scoring for highways is more evenly weighted among the seven evaluation categories. Each project gets a total point score combining the weighted *Policy Evaluation* and *Technical Analysis*. The distribution of funding for individual projects among the modes depends not only on projects’ point scores but on restrictions associated with specific funding sources, e.g., highway versus Surface Transportation Program funds.

Reference URLs:

<http://www.baltometro.org/content/view/808/534/>

[http://www.baltometro.org/downloadables/Outlook2035/TO2035-Prioritization\\_Technical.pdf](http://www.baltometro.org/downloadables/Outlook2035/TO2035-Prioritization_Technical.pdf)

### *Observations*

Baltimore’s evaluation process is notable in that the potential for quantitative measurement is extensively developed at the same time that inherently qualitative and subjective outcomes of the planning process are accorded balanced consideration. The process also relates individual projects to policies in the *Policy Evaluation* element, giving ample weight to the role of participation by the public and Council officials in determining the region’s transportation and

development future, rather than over-emphasizing technical analysis. The evaluation measures incorporate most of the Federal metropolitan planning factors<sup>1</sup>.

## **Boston**

The Central Transportation Planning Staff (CTPS) serving the Boston MPO rated projects quantitatively for the [Journey to 2030 metropolitan transportation plan](#), as part of a broader evaluation process that integrated project ratings with the results of public participation and consultation with environmental resource agencies, both of which contributed to forming a regional vision and policies. Highway and transit projects were rated quantitatively, according to two separate sets of policy-based categories of criteria.

The following criteria were used to rate highway projects:

- System preservation, modernization, and efficiency – Preserves Existing System
- Mobility – Improves Connections/Access to System; Improves Public Transit Service, Expands System Capacity, Provides Bike and Pedestrian Facilities, Addresses Suburban Transit Needs, Better Access for Target Populations, Improves Freight Mobility
- Environment – Improves Air Quality, Protects Water, Open Space, Wildlife, etc., Preserves Natural/Cultural Resources
- Safety and Security – Enhance Safety of Infrastructure for Users, Component of Safety/Security Initiative
- Regional equity/Environmental Justice<sup>2</sup> – Improves Mobility for Environmental Justice Residents, Addresses Environmental Justice Issues
- Land Use and Economic Development - Considers Land Use and Economic Plans, Supports Sustainable Development, Serves Existing Centers of Activity, Provides Links for Economic Activities

Highway projects were rated on a -3 to +3 scale for each criterion, with total scores calculated for each category. Quantitative performance measures were used only when the impacts of project implementation could be captured readily, as in the number of crashes per year and per mile in the case of “Safety and Security.” Most of the criteria were evaluated largely on a qualitative basis by the planning staff.

Transit projects were rated on a three-point qualitative scale – High, Medium, or Low – in terms of 35 performance measures in the seven categories shown below.

- Utilization
- Mobility
- Cost-effectiveness

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<sup>1</sup> SAFETEA-LU identified eight metropolitan transportation planning factors: Economic activity; safety; security; accessibility and mobility; environment, energy conservation, quality of life; integration, connectivity across modes people and freight; efficient system management and operations; and preservation of the existing system.

<sup>2</sup> Environmental Justice refers to the distribution of environmental benefits and burdens with respect to traditionally underserved segments of the population, including low-income and minority communities.

- Air Quality
- Service Quality
- Economic and land use impacts
- Environmental Justice

An overall project rating was determined on the basis of the ratings in each of the seven categories.

[http://www.ctps.org/bostonmpo/3\\_programs/1\\_transportation\\_plan/2030plan\\_ch3.pdf](http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/2030plan_ch3.pdf)

[http://www.ctps.org/bostonmpo/3\\_programs/1\\_transportation\\_plan/2030plan\\_appC.pdf](http://www.ctps.org/bostonmpo/3_programs/1_transportation_plan/2030plan_appC.pdf)

### *Observations*

Evaluation measures play a role in the selection of projects but primarily as a systematic means of organizing and communicating vital information about the relative contribution of each project toward achieving policy goals and objectives. The measures themselves are derived largely on the basis of qualitative judgment and are not used to produce an overall numerical ranking or scoring of projects that determines project selection. It is notable that the number of performance measures is far greater for transit than highway projects, while the ratings are less quantitative.

### **Los Angeles**

The [Southern California Association of Governments \(SCAG\)](#) evaluated the performance of the entire 2035 Los Angeles metropolitan transportation plan as a unified whole, rather than in terms of individual projects. The analysis consisted of a comparison of plan outcomes – following implementation of all proposed projects – with two alternatives that represent a no-build condition, the Base Year (2003) and a Baseline for 2035, which includes none of the new projects proposed in the plan.

SCAG used ten “performance outcomes” to evaluate the impacts of the plan, all of which correspond to seven broad goals that address the transportation system and its effect on the region’s quality of life, including the environment and land use. Specific quantitative performance measures were used to assess outcomes, as follows:

- Mobility - Speed (systemwide), Delays (total system and per capita)
- Accessibility – Percentage of population that can travel between work and home within 45 minutes during peak travel times
- Reliability – Standard deviation of travel times divided by average trip times, measured over many days and weeks
- Productivity – percent (systemwide) utilization during peak travel periods
- Safety – Fatalities Per Million Persons, Injuries Per Million Persons, Property Damage Per Million Persons

- Sustainability – Total Inflation-Adjusted Cost Per Capita to Maintain Overall System Performance at Current Condition
- Preservation – Percentage of Roadways and Bridge Requiring Rehabilitation
- Cost-Effectiveness – Benefit/Cost calculation derived from monetary valuation of benefits associated with Delay Savings, Safety Improvements, Air Quality Improvements, and Reduction in Vehicle Operating Costs divided by incremental plan implementation cost (versus Base Year and Baseline)
- Air Quality – Regional Emissions Analysis per Conformity Requirements
- Environmental Justice – (for target populations) Accessibility to Employment Services (by mode), Accessibility to Parks, Distribution of Expenditures, Taxes Paid, Auto Travel Time Savings, Auto Travel Distance Reductions, Environmental Impacts (Air Pollutant Emissions and Noise)
- Economy – Jobs (resulting from innovative finance of transportation infrastructure)

[http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/f2008RTP\\_Chapter5.pdf](http://www.scag.ca.gov/rtp2008/pdfs/finalrtp/f2008RTP_Chapter5.pdf)

### *Observations*

Los Angeles presents an alternative approach to the evaluation process, as a model of scenario-based analysis, rather than evaluation of individual projects. This approach is combined with exclusive reliance on objective, quantitative evaluation measures. An advantage of the overall evaluation method is that the need for scoring and weighting is obviated. The obvious disadvantage is that the effects of individual projects are not addressed, although it would be possible to model additional scenarios in which major projects or groups of projects are excluded, allowing the incremental results of those projects to be distinguished.

### **Portland, Oregon**

Portland's Metro Council analyzed five scenarios to test different transportation policy and investment strategies in relation to the region's long-term growth vision, the [2040 Growth Concept](#):

- Reference scenario: Extension of currently adopted plans and policies
- Connectivity scenario: Increased street connectivity
- High capacity transit scenario: New rail, bus rapid transit, and streetcar lines supported by expanded bus service
- Throughways scenario: Substantial expansion of highway capacity
- Management scenario: Use of pricing strategies to manage travel behavior and promote more efficient usage of transportation system.

The scenarios were composed of specific projects and in some cases, adjustments in the travel forecasting models to account for expected changes in mode-specific characteristics, such as transit travel time reductions resulting from providing commuter rail connections to all regional centers. The effects of the scenarios were analyzed using both the regional travel model and the

MetroScope model, the latter of which forecasts the distribution of housing and jobs throughout the region.<sup>3</sup> The following evaluation measures were used to analyze different scenario outcomes:

- Cost: Transportation System Cost, Transportation and Housing Cost Per Household (disaggregated by income level)
- Land Development: New Households in Centers and Corridors, Land Developed in Future Urban Growth Boundary (UGB) Expansion Areas, Future UGB Undeveloped by 2035, Average One-Way Commute Distance, New Households Total Daily Commute Length
- Housing Distribution: Housing Density and Location
- Job Distribution: Job Density and Location
- Air Quality and Greenhouse Emissions: Carbon Monoxide and Greenhouse Gas Emissions
- Travel Behavior: Daily Transit Ridership, Daily VMT, VMT Per Person,
- Mobility: Peak Period System Delay (Freeways, Arterials). Mid-Day Regional Freight System Delay, Annual Cost of Mid-Day Delay on Regional Freight System

While Portland's evaluation addressed scenarios, the evaluation measures used – possibly with some modification – may be applicable to specific capital projects or investments.

[http://www.oregonmetro.gov/files/planning/08475\\_rtp\\_discussion\\_guideweb.pdf](http://www.oregonmetro.gov/files/planning/08475_rtp_discussion_guideweb.pdf)

### *Observations*

As with Los Angeles, Portland's evaluation process addresses impacts of complex, multi-project scenarios or strategies, rather than individual projects. In Portland, this approach is extended to the evaluation of multiple scenarios, however, which capture a variety of critical transportation policy differences, providing the opportunity to assess the impacts of shifts in investments among highways, street infrastructure, and rail, as well the potential efficiency benefits of user charges. While all the best practice examples address transportation-related impacts on the environment and land use, Portland's emphasis on the linkage between transportation and growth management is most explicit and quantified, as reflected in the use of the MetroScope model to supplement the results of the regional travel model. The extent of technical land use forecasting capabilities – and the accuracy of available models – is a key factor affecting the feasibility of applying some of Portland's land use-related evaluation measures to other metropolitan areas, whether to entire scenarios or individual projects.

## **San Francisco**

The Metropolitan Transportation Commission (MTC) used a two-part performance evaluation in developing the [Transportation 2030](#) plan for the San Francisco region: (1) evaluation of the

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<sup>3</sup> [http://tmip.fhwa.dot.gov/discussions/webinars/archive/09202007\\_lum/conder/conder.pdf](http://tmip.fhwa.dot.gov/discussions/webinars/archive/09202007_lum/conder/conder.pdf)

extent to which potential projects address needs-based plan objectives and (2) corridor benefits assessment in which the impacts of groups of projects on corridor transportation conditions were estimated. The latter is a more focused assessment of transportation impacts based on standard results of travel forecasting models: changes in average travel times, VMT, emissions, and monetary value of travel time savings. The first component of the performance evaluation corresponds to the broader goals, objectives, and policies that the long-range metropolitan transportation plan is intended to address, beyond improvements in travel conditions.

MTC subjected only larger projects with regional impacts and policy implications to detailed performance evaluation according to the broader needs-based methodology (i.e., first part of the two-part evaluation). Following are the performance measures or criteria used to evaluate individual projects, organized according to the 13 objectives to which they correspond:

- (1) Accommodate Growth in Person and Freight travel through Operational Efficiency: Roadways – AM peak period volume to capacity (V/C) ratio; Transit – AM peak period ridership, capacity and utilization (i.e., passengers load factor)
- (2) Improve System Reliability: Roadways – AM peak period V/C ratio (in consideration of crowding); Transit – bus speeds, number of daily trains (for future forecasts)
- (3) Accommodate Growth in Person and Freight Travel through Strategic Capacity Expansion: same measures as with objective 1 above, but focus on capacity availability
- (4) Improve System Connectivity: Qualitative assessment of gaps (e.g., highway linkages/interchanges, transit access); Roadways – daily vehicle volumes on interchange ramps; Transit – Transit vehicles per day at transit hubs
- (5) Improve Access to the Regional Transportation System: Roadways: Growth in population and jobs in area served by project (i.e., need for improved access); Transit – Number of daily passengers entering or exiting a transit hub
- (6) Improve Access to Seaports and Airports: Growth in airport passengers of air cargo (i.e., need for improved access)
- (7) Promote Community Vitality and Implement Smart Growth Objectives: Adding or improving transit, pedestrian, and/or bicycle facilities and improving linkage between modal alternatives and activity nodes (qualitative assessment); Population and employment density in area where project is located.
- (8) Promote Equity for System Users: Location in designated community of concern; Lifeline transportation route (qualitative assessment)
- (9) Improve Safety Through Collision Reduction and Improved Security: inclusion of identified features (e.g., traffic signal, pedestrian crossing improvement, sidewalk or bicycle lane) to improve safety
- (10) Improve Seismic Safety: Daily passengers or vehicles at risk (at location where safety feature/project would be implemented); Included on Caltrans Lifeline System (state highways only)
- (11) Improve Air Quality: Designation of project as Transportation Control Measure; Daily vehicle emissions (reactive organic gases, nitrogen oxide, particulate matter)
- (12) Reduce Transportation-Related Noise: Includes characteristics that reduce noise



- (13) Maintain the System: Project addresses maintenance on segment of system weighted in terms of vehicle miles/vehicle plus passenger miles per vehicle for transit and total and truck vehicle miles traveled.

While quantitative data were used to generate many of the performance measures, all were assigned qualitative high-to-low ratings for purposes of relative evaluation. For example, in the case of the first objective, *Accommodate Growth . . . through Operational Efficiency*, numerical calculations represented in the measures identified above were translated into High (>1.0), Medium (.08 – 0.99), or Low (0.8) ratings. Measures corresponding to other objectives were rated on a five-point scale that includes High/Medium and Medium/Low categories.

The measures were not used to assign numerical scores to individual projects but to differentiate those projects that strongly support the *Transportation 2035 Plan* performance objectives and goals from those that do not. Results of the performance evaluation guided MTC in choosing projects but as part of a broader decision-making process that considered the priorities of transportation partners and stakeholders, in addition to policy initiatives such as lifeline and bicycle transportation and climate protection.

[http://www.mtc.ca.gov/planning/2030\\_plan/downloads/PPER/5-Detailed\\_Methodology.pdf](http://www.mtc.ca.gov/planning/2030_plan/downloads/PPER/5-Detailed_Methodology.pdf)

### *Observations*

San Francisco's performance evaluation methods have been honed over several cycles of long-range plan development to reflect practical experience in dealing with technical challenges, such as constraints on data availability and accuracy, as well as the difficulty of assigning precise numerical values to attributes that are significantly qualitative in nature or ranking priorities among different goals and objectives. A key advantage of the San Francisco approach is that the evaluation measures can be derived readily from the standard output of travel forecasting models or inherent project characteristics, e.g., presence of bicycle facilities or safety features such as traffic signals. The evaluation measures are relatively limited in scope, however, focusing largely on transportation attributes. Land use and growth factors are given relatively limited consideration in conjunction with the *Promote Community Vitality and Implement Smart Growth Objectives* set of measures, which focus on modal connections and density. Another disadvantage is that the effort involved in quantifying most of the measures is not reflected in resulting High to Low ordinal rankings and the rankings are sufficiently precise only to distinguish major differences in relative project benefits.

### **Milwaukee**

The Southeastern Wisconsin Regional Planning Commission evaluated three different scenarios in developing *A Regional Transportation System Plan for Southeastern Wisconsin 2035*:

- Transportation System Management (TSM) scenario
- TSM Plus arterial street and highway expansion
- No-build or baseline alternative

The TSM scenario included no roadway system expansion, consisting of Transportation Demand Management (TDM), Bicycle and Pedestrian System, Public Transit, and roadway operational or TSM elements. The No-Build included no improvement or expansion of any mode, providing only for operating, maintaining and reconstructing the existing year 2005 transportation system. The scenarios were then compared in terms of the following measures:

- number of person trips by mode
- vehicle trips by trip and vehicle type
- traffic congestion throughout the regional network

These scenarios also were analyzed in terms of the following evaluation measures, which correspond to standards derived from transportation plan objectives and corresponding principles:

- transportation plan consistency with the regional land use plan – accessibility measured in terms of travel time between each subarea and all jobs in the region
- transportation plan capital and annual operating and maintenance costs,
- level of transportation service provided – transit service area (in relation to jobs and major activity generators); population and employment served by transit; service hours and frequency; ratio of transit to auto travel times for trips to jobs and activity generators, roadway congestion (mileage by county at different levels of congestion)
- the convenient and efficient movement of people and goods – travel times to jobs and activity generators by transit and private vehicle, roadway speeds
- impacts on the built and natural environment – total land acquisition; necessary acquisition of residences; commercial and industrial buildings; governmental and institutional buildings; historic buildings and sites; park lands; primary and secondary environmental corridors and isolated natural resource areas; wetlands; natural areas; critical species habitat areas; geological and archeological areas; Wisconsin Department of Natural Resources managed lands and legacy locations; land trust and conservancy lands; prime agricultural lands
- travel safety – property damage, injuries and fatalities based upon the amount of highway and transit travel and the degree of freeway traffic congestion
- energy consumption.

[http://www.sewrpc.org/publications/pr/pr-049\\_regional\\_transportation\\_system\\_plan\\_for\\_se\\_wi\\_2035.pdf](http://www.sewrpc.org/publications/pr/pr-049_regional_transportation_system_plan_for_se_wi_2035.pdf)

### *Observations*

As in the case of Los Angeles and Portland, the Milwaukee evaluation is scenario-based. The analysis is intended to demonstrate the impacts of investment in expansion of transit, demand management, and non-motorized transportation versus and the further impact of investment in highway capacity expansion projects. Highway capacity expansion projects are not considered without transit and other non-highway expansion projects. The measures are not as



comprehensive as in the other metropolitan areas included as best practice examples, although some of the individual measures, like accessibility, may have advantages that merit consideration for application by CMAP.

## **Missouri DOT**

Missouri's *Tracker* comprises 18 categories of performance measures intended to monitor the progress of the DOT in fulfilling its mission and value statements. Unlike the other best practice examples, these measures were not applied to development of a long-range transportation plan, but as a basis for continuing progress reporting on the DOT's entire program, including capital investments, operating and maintenance activities, and policies.

The 18 performance measure categories are as follows:

- Uninterrupted Traffic Flow
- Safe Transportation System
- Roadway Visibility
- Personal, Fast, Courteous & Understandable Response to Customer Requests
- Partner with Others to Deliver Transportation Services
- Leverage Transportation to Advance Economic Development
- Innovative Transportation Solutions
- Fast Projects That Are of Great Value
- Environmentally Responsible
- Efficient Movement of Goods
- Easily Accessible Modal Choices
- Customer Involvement in Transportation Decision-Making
- Convenient, Clean & Safe Roadside Accommodations
- Best Value for Every Dollar Spent
- Attractive Roadsides
- Advocate for Transportation Issues
- Accurate, Timely, Understandable & Proactive Transportation Information

The results of the measures are published quarterly.

[http://www.modot.org/about/general\\_info/Tracker.htm](http://www.modot.org/about/general_info/Tracker.htm)

### *Observations*

While the performance measures are not used specifically in the context of long-range planning or selection of capital projects, some of them may be applicable to these purposes. For example, *Easily Accessible Modal Choices* includes measures based on tabulating the number of passengers and amount of service provided by different modes. The advantage of these measures is that they are relatively straightforward to calculate and they are objective and quantitative. The overall framework has limited relevance to the *GO TO 2040* planning

process, but individual measures may be applicable and merit consideration, in combination with an overall approach more closely matching one or more of the other examples considered.

## Summary and Conclusions

The best practices summarized in this paper illustrate important considerations concerning the role of project evaluation in developing long-range regional transportation and development plans:

- Linkage to goals, objectives, and policies
- Reconciliation of technical analysis results with participation of the public, officials, and other stakeholders in the planning process;
- Relative emphasis on objective, quantitative analysis;
- Scenario-based versus project evaluation;
- Technical difficulty/data availability;
- Modeling capabilities;
- Number and types of projects evaluated; and
- Specific evaluation measures.

A close tie between evaluation measures and plan goals, objectives, and policies is common to all the examples of best practice. This linkage is essential, as the evaluation is based on the extent to which the components of the plan address its fundamental purposes. As concerns the second consideration noted above, reconciliation of technical analysis with value-based community preferences and priorities, all of the best practices integrate objective evaluation in the larger planning process. The degree of influence on decision-making and the means by which the evaluation results are taken into account in the evaluation of capital investments vary. Baltimore represents the only example of a quantitative project scoring and weighting system, illustrating how a highly technical approach can effectively accommodate policy considerations and qualitative project impacts. In contrast, the other best practices use the evaluation process either to quantify the impacts of entire scenarios or to distinguish the relative degree of benefits for specific projects, i.e., to single out those projects with major benefits in relation to plan purposes from others with lesser benefits.

A key difference among the best practice examples is the evaluation of entire multi-project scenarios versus individual projects. In part, the use of scenarios as a basis for evaluation is a response to concerns about the role of the evaluation process in prioritizing projects. Subjective factors can be incorporated with greater flexibility in constructing scenarios than in a project scoring process. The evaluation of entire scenarios can then be based solely or primarily on objective measures like levels of congestion, air pollution, concentration of new development, and acres of open space.

The examples presented herein offer two alternative variations of the scenario approach – in Los Angeles a single preferred scenario is compared to existing conditions and a future baseline to determine how proposed investments will respond to objectives, while Portland illustrates the use of multiple scenarios to demonstrate the broader implications of investments in modal and

strategic alternatives. The specific evaluation measures used in these examples could potentially be adapted to the evaluation of individual projects. In addition, scenario-based evaluation could supplement the evaluation of individual projects in a two-phase evaluation process, to identify synergistic impacts after the benefits of individual projects are identified.

The scenario-based evaluation model also is related to the question of technical capabilities, including the precision and accuracy of forecasting models and the availability of data necessary to construct individual evaluation measures. While Portland's use of scenarios avoids precision issues associated with forecasting project-specific impacts, for example, the emphasis on land use imposes a different set of technical requirements that necessitate special modeling capabilities. Generally, the choice of evaluation measures must take into account the technical feasibility and time requirements associated with generating those measures, particularly in relation to their value in the evaluation. If the evaluation measures are to be used only as a general guide to project selection, for example, or if the measures are to be translated into qualitative rankings, the resources devoted to generating quantitative measures should not be disproportionate.

There also are alternative approaches to the selection of projects to be evaluated. In San Francisco, evaluation measurement was applied only to large-scale projects with the potential to generate regional-level impacts. This represents a practical strategy for avoiding the unproductive allocation of analysis resources to projects with low levels of impact.

The best practice examples provide a broad range of candidate evaluation measures that could be considered for adaptation to CMAP's planning process. All of the examples demonstrate the influence of the Federal metropolitan transportation planning factors, as reflected in the use of such criteria as safety and security, accessibility, connectivity, and system preservation. Conspicuously absent from the best practice examples are significant measures of economic activity, although Boston and Los Angeles both address economic impacts to a limited degree. Among the three examples that illustrate explicit project-specific evaluation, two - Baltimore and Boston - apply somewhat different measures for highways and transit, while a single set of measures is applied uniformly across modes in San Francisco. Tailoring the measures to individual modes becomes more practical when criteria are more detailed and numerous.

The considerations noted above should be addressed as a next step in developing evaluation measures for the CMAP *GOTO 2040 Regional Vision*. To summarize crucial questions:

- What are the goals, objectives, and policies to be addressed by the measures? What is the range of impacts to be considered?
- How will the outcomes of the evaluation process be integrated in the broader planning process to prioritize projects, particularly with the results of participatory planning by the public and local officials?
- To what degree and how will measures be quantified?
- Will the evaluation be based only on analysis of specific projects or broader scenarios?
- Will the evaluation be limited to selected projects or include all projects, regardless of size and anticipated levels of impacts?

- How can the results of available travel forecasting models be incorporated into the measures?
- What additional data and technical analysis are required? Are resources and time sufficient to satisfy these requirements?
- What are the specific evaluation measures to be used?

In responding to these questions, CMAP, with the support of the Volpe Center, can adopt one of the best practice models presented herein or extract and combine elements of different models to create an approach uniquely crafted for the *GOTO 2040 Regional Vision*.

## Appendix A

### Summary of Nationwide Scan

Metropolitan Area	Description of Project Evaluation	Scoring OR Systematic Method for Applying Measures	Scope of Measures
Albany	“Planning and investment” principles guide development of 4 alternative future development scenarios; use of CMS performance measures for expressway projects; broad criteria and highway performance for “big ticket” items	No	VT, speeds, delay, etc. for 4 scenarios
Atlanta	Broad, qualitative evaluation in terms of regional goals and objectives, use of CMS	No	CMS
Baltimore	Transportation-based quantitative performance measures used to test scenarios used to test scenarios	Yes	Highways and Transit performance, land use (greenfield acres consumed)
Boston, MA	Highway projects evaluated on 6 measures, transit projects on 35 individual measures in 7 categories	Yes	Highway and transit projects
Charlotte, NC	No evidence of systematic performance evaluation (inclusion based on Certification Commendation)	No	NA
Cleveland	Governing Board’s Regional Transportation Investment Policy is based on project status (e.g., advanced state of planning); projects considered in terms of how they affect goals/strategies, but not systematic evaluation; modeled plan-wide impacts on accessibility by highway vs. transit	No	NA
Dallas	Evaluates highway system performance in terms of specific measures (e.g., VMT, capacity, delay); LOS on individual hwy. segments	No	NA
Detroit	Corridor-based scoring in terms of needs, based on transportation criteria	Yes, but limited	Highway emphasis
Denver	Evaluation not tied to goals, objectives, policies; promised evaluation in future Metropolitan Transportation Plan updates	TIP	NA
Harrisburg	Projects evaluated in 10-step process based on needs, identifies projects with environmental impacts (inclusion based on Certification Commendation).	No	NA

Los Angeles	Recommended plan compared to future Baseline and Existing Conditions, in terms of performance criteria:	No	Limited range: mobility – speed, delay; accessibility - % of people who can travel between home and work in 45 minutes; air quality conformity, planning. factors
Miami	Needs plan development based on multimodal modeling analysis	NA	NA
Minneapolis	No evidence of systematic project evaluation	No	NA
Portland , OR	Analysis of 4 scenarios based on modeling	No	Transportation LOS and growth management criteria
Seattle	Impacts of plans measured post-implementation	No	Emphasis on multi-county planning policies, impact measurement
San Francisco	Comprehensive	Yes	Multi-modal
Washington, DC	Plan includes system performance measures but not linked to policies or projects	No	NA

## Appendix B

### Baltimore's *Transportation Outlook 2035* Evaluation Criteria and Point Values<sup>4</sup>

2007 Prioritization Checklist for Policy Factors

#### Category Criteria Point Range

##### 1. Safety

Improves safety by reducing fatalities and injuries 0 -5

Improves safety by enhancing mobility/reducing congestion 0 -5

Enhance safety by improving intersections 0 - 5

Improve safety for pedestrians and bicyclists 0 - 5

**Total Points 20 max**

##### 2. Maximize System Operations

Increases efficiency, performance, reliability of existing system 0 – 10

Increases availability of real-time information to transportation  
system operators and travelers 0 – 10

**Total Points 20 max**

##### 3. Accessibility

Contributes to an accessible, balanced, integrated regional  
transportation network 0 – 4

Enhances mobility for special needs populations – young, elderly,  
poor, disabled, unemployed 0 – 4

Increases the number and quality of transportation choices for both  
work and non-work travel 0 – 4

Improves access to key tourist attractions or recreational  
Destinations 0 – 4

Improves access, connectivity, and efficient movement of freight 0 – 4

**Total Points 20 max**

##### 4. Environmental Quality

Contributes to short and long term achievement of air quality targets 0 – 8

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<sup>4</sup> Source: Baltimore Metropolitan Council, *Transportation Outlook 2035*  
<http://www.baltometro.org/content/view/808/534/>

Helps sustain/clean up the Chesapeake Bay 0 – 5  
Promotes efficient use of energy resources 0 – 2  
Promotes preservation of natural and cultural resources, rural areas  
and sensitive lands 0 – 5

**Total Points 20 max**

**5. Improves System Security**

Promotes coordination between transportation and nontransportation  
response agencies 0-6

Improves security of critical transportation infrastructure, systems,  
and data 0-7

Improves operation of the transportation system in the event of an  
Emergency 0-7

**Total Points 20 max**

**6. Link Transportation Planning with Land Use and Economic Development**

Contributes to integrated land development patterns which support  
alternatives to driving alone (e.g., bike/ped facilities, TOD) 0 – 4

Preserves/enhances infrastructure in designated Priority Funding  
Areas 0 – 8

Preserves/enhances unique characteristics of existing communities 0 – 2  
Improves access to business and employment opportunities 0 - 2

Contributes to community revitalization by retaining / expanding  
Businesses 0 – 2  
Helps expand regional market for labor and goods 0 – 2

**Total Points 20 max**

**7. Foster Inter-jurisdictional Participation and Cooperation**

Supports regional needs and priorities 0 - 7  
Reflects local needs and priorities (per latest comprehensive plan) 0 - 10  
Reflects consensus opinion of key (local) interest groups and private  
Sector 0 - 3

**Total Points 20 max**

**Total Checklist Points - 140 max**



## **Technical Analysis**

### **HIGHWAYS & INTERCHANGES**

#### **Safety - 20 Points**

1a - Crash Frequency - Measure the rate of total crashes according to VMT and log miles - SHA Crash Records 0-10

1b - Crash Severity - Measures the rate of injuries and fatalities according to VMT and log miles - SHA Crash Records 0-10

#### **Congestion - 15 Points**

2 - Congestion Index - Measures peak congestion per day - Output of BMC Travel Demand Model (2000 and 2035 no build) 0-15

#### **Demand - 15 Points**

3 - Peak Demand - Measures peak one-hour volume per through lane - Output of BMC Travel Demand Model (2000 and 2035 build) 0-15

#### **Accessibility - 10 Points**

4 Travel Time Savings - Measures amount of travel time projected to be saved by implementing the project Output of BMC Travel Demand Model (2035 no build vs. build networks) 0-10

#### **Cost Effectiveness - 15 Points**

5a Capital Cost Effectiveness - Assesses cost per person mile of travel (PMT) 0-8

- BMC Travel Demand Model (2035)
- Costing Methodology

5b Operating and Maintenance Cost Effectiveness - Assesses operating and maintenance cost per person mile of travel (PMT) BMC Travel Demand Model (2035) 0-7

#### **Connectivity - 10 Points**

6a Roadway - Assesses connectivity of project to National Highway System and project's ability to improve freight mobility - BMC Staff Analysis 0-7

6b Transit - Assesses connectivity of project to improve transit mobility - BMC Staff Analysis - 0-3

## **Environment - 15 Points**

7a Air Quality Benefit - Assess impact of TDM component of project on air quality 0-10

- BMC Travel Demand Model (2035)
- BMC Staff Analysis

7b Natural Resources - Assess impact of project on natural resources - BMC Staff Analysis 0-5

**Total Maximum Points: 100**

## **Brief Explanation of Method**

### **1: Safety (20 points)**

1a - Crash Frequency: Calculate the average number of total crashes per year based on available crash data for the years 2003-2005. Divide average by 2005 VMT and rank results. Divide average by log miles and rank results. Add results and score. Note: For new roads, an existing parallel facility is used. (Also applies to Crash Severity criteria.)

1b - Crash Severity: Calculate the average number of crashes resulting in either injury or fatality per year based on crash data for the years 2003-2005. Divide average by 2005 VMT and rank results. Divide average by log miles and rank results. Add results and score.

### **2. Congestion (15 points)**

Determine the maximum hourly volume/capacity (V/C) ratio of the 5 time periods year 2035. Projects with the highest V/C will score the maximum number of points. Projects will be ranked and scored on a relative scale based on percentile rank.

### **3. Demand (15 points)**

Calculate peak hour traffic in the peak direction on a facility for year 2035 build alternative. Divide by the number of available through lanes of roadway. Rank projects according to the peak hour volume per through lane, and score.

### **4. Accessibility (10 points)**

Calculate differences in delay between no build and build alternatives for year 2035. A greater travel time savings equals greater points.

**5. Cost Effectiveness (15 points)**

5a & 5b - Calculate VMT for each project. Convert VMT to person miles of travel (PMT). Calculate capital cost and operating costs for each project using costing methodology. Divide cost by PMT. Lowest cost per PMT receives the highest points.

**6. Connectivity (10 points)**

6a - Roadway: Award project 7, 5, 3, or 0 points based upon it's relevance to NHS and freight movement.

6b - Transit: Award 0, 1.5, or 3 points for a project's ability to provide bus or rail service in a corridor or provides improved service to existing transit stations or routes.

**7. Environment (15 points)**

7a - Air Quality Benefit: Assess impact of TDM component (HOV facility, park-&-ride, ITS, roundabout, ramp metering, reversible lanes, bike/ped) of project on air quality. (0-10 points)

7b – Natural Resources: Assess project relationship to ecologically significant lands (i.e., GreenPrint program) (0-5 points)

## TRANSIT

### 1: **Safety** (5 points)

Assess impact of project on safety by assigning 2 points for every safety feature to a maximum of five points: dedicated right-of-way, double tracking, grade separation, etc.

### 2. **Congestion** (10 Points)

Assess impact of candidate project in reducing AM Peak congestion. Refer to ridership per mile, 2035 level of service congestion maps, and Skycomp data. Rank and score. Project with higher demand receives higher points.

### 3. **Demand** (15 points)

Forecast average number of daily riders per mile on candidate facility for 2035. Rank and score. Projects with higher numbers of riders receive higher points.

### 4. **Accessibility** (25 points)

Job Accessibility: Estimate increased number of jobs accessible as a result of the project.

Modal Shift: Estimate number of trips shifted from highway to transit as a result of project. Refer to 2035 level of service congestion maps and Skycomp data.

### 5. **Cost Effectiveness** (15 points)

5a – Capital Cost Effectiveness (10 points): Forecast average number of daily riders on candidate facility for 2035. Divide by estimated capital cost. Rank and score. Projects with higher rider/cost ratio receive higher points.

5b - Operating and Maintenance Cost Effectiveness (5 points): Forecast average number of daily riders on candidate facility for 2035. Divide by estimated operating and maintenance cost. Rank and score. Projects with higher rider/cost ratio receive higher points.

### 6. **Connectivity** (25 points)

6a - Intraregional Transit (15 points): Award 1 point for every intraregional transit Rail line directly served and ½ point for every Local Bus line directly served.

6b - Interregional Transit (10 points): Award 2 points each for direct service to AMTRAK or BWI and 1 point for every MARC station.

## **7. Environment (5 points)**

7a - Air Quality (3 points): Assess impact of project on air quality. Use transit ridership to establish order of magnitude benefits.

7b - Natural Resources (2 points): Assess proximity of project to established boundaries for sensitive areas (i.e., GreenPrint program, drinking water reservoir watersheds).

**Total Maximum Points: 100**

**§ 450.306 Scope of the metropolitan transportation planning process.**

- (a) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:
- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - (2) Increase the safety of the transportation system for motorized and non-motorized users;
  - (3) Increase the security of the transportation system for motorized and non-motorized users;
  - (4) Increase accessibility and mobility of people and freight;
  - (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - (7) Promote efficient system management and operation; and
  - (8) Emphasize the preservation of the existing transportation system..



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## MEMORANDUM

**To:** Transportation Committee

**Date:** February 27, 2009

**From:** Doug Ferguson, Associate Planner  
Ross Patronsky, Senior Planner

**Re:** Recommended CMAQ Revised Programming Procedures

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The CMAQ Project Selection Committee has recently adopted strategies to assure that the region gets the congestion reduction and air quality improvements of CMAQ projects more quickly and reduces the large amount of unobligated funding which is at risk of being lost to the region. The recommended revised programming procedures are attached. The procedures were an informational item at the January 16, 2009 meeting of the Transportation Committee. The CMAQ Project Selection Committee recommends the strategies to the Transportation Committee for approval to send them to the MPO Policy Committee and CMAP Board at their March meetings for consideration of approval.

The region has over \$200 million in unobligated CMAQ funds. The region also faces the continued threat of federal rescissions that target unobligated balances.

The Project Selection Committee is taking steps to reduce the unobligated balance and speed the implementation of projects. The primary strategy used to date has been multi-year programming, begun in FY 2007. Under multi-year programming, project phases are programmed in successive years, so that funds for later phases do not automatically increase the unobligated balance.

The attached recommendations also address timely implementation of already programmed projects. By actively adjusting when funds are available and dropping projects that are not making progress, we hope to ensure the benefits of the projects come to the region more quickly and the unobligated amounts will be reduced.

###



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## MEMORANDUM

**To:** CMAP Programming Coordinating Committee

**Date:** January 30, 2009

**From:** Ross Patronsky, Senior Planner  
Doug Ferguson, Associate Planner

**Re:** CMAQ PSC Recommendations for Programming Changes

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### A: Programming of CMAQ funds for new projects

- 1) Application materials
  - a) Applications submitted without the following will be rejected:
    - i) Complete project financing & CMAQ funding request section
    - ii) Input module worksheets (traffic flow improvement projects only)
    - iii) Scoping document (traffic flow improvement, commuter parking and pedestrian/bicycle projects only)
  - b) If an application is missing other information, only one attempt will be made via both e-mail and certified mail to collect that information. If the sponsor does not respond by the deadline then the application will be rejected. Staff recommends 30 days from the date of the letter as the deadline.
  - c) Project applications submitted by municipal agencies (villages, cities, park districts, school districts, townships, etc.) are required to be reviewed by their Council of Mayors staff (Planning Liaison (PL)).
    - i) The individual PLs would be responsible for reviewing applications and advising the sponsor of missing information.
    - ii) A PL sign-off will be incorporated into the application forms.
    - iii) A deadline for submitting applications to the PLs will be included in the CMAQ program development schedule. The "review deadline" will be two weeks in advance of the deadline for submission to CMAP.
    - iv) The applicant is ultimately responsible for application completeness. If a municipal agency submits an application with missing information (other than items a) i), ii) and iii), b will apply.



## 2) Programming Funds

- a) Normally funding for all phases of a project will be considered in one application.
- b) On an exceptional basis, proposals will be considered for funding phase I engineering separately from other phases
  - i) in this case, future phases are not eligible for funding until the project has been submitted for design approval.
  - ii) Sponsor must apply for future phases, phase II engineering, right-of-way acquisition, and construction; funding of the future phases is not automatically guaranteed.
- c) Proposals that don't seek funding for phase I engineering must be submitted for design approval by June of the application cycle to be considered for funding of the later phases in the fiscal year of the application cycle.
  - i) Applicants completing phase I engineering with local funds must certify that they will meet federal standards.
  - ii) Proposals that seek funding of later phases in an out year will be considered on a case-by-case basis. (Out years are, for example, 2011 and 2012 in the 2010 application cycle.)
- d) Proposals seeking phase 1 engineering as well as subsequent phases will have phase II engineering programmed in the third year (i.e., the program year plus two) rather than the second year as is the current practice.
  - i) Construction in such cases will be programmed in the fourth year.
  - ii) Funding for subsequent phases can be moved up on request if the project is ready.
- e) The CMAQ program mark will be the northeastern Illinois share of the state's federal apportionment.
- f) Create a "B" list of projects in the programming cycle approved by the MPO Policy Committee. It will include all projects with a reasonable cost/benefit ratio as well as partially funded projects. The projects will remain in the list until the end of that Federal Fiscal Year<sup>1</sup>.
- g) All sponsors will be required to attend a mandatory project initiation meeting once the eligibility determination has been received from USDOT. The meeting will distribute necessary forms and information for sponsors to initiate their projects and will go over project schedules.

### B: Active Program Management of Projects

- 1) Projects with funds programmed prior to FFY 2007
  - a) Move funding (reprogram) for these projects to realistic out years for the unobligated phases.
    - i) The funding made available by moving the phases out of 2009 would be available for potential cost increases for already approved projects.

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<sup>1</sup> The Federal Fiscal Year (FFY) runs from October 1<sup>st</sup> of the prior calendar year through September 30<sup>th</sup>. Example: FFY 2007 is October 1, 2006 through September 30, 2007.

- ii) If the amount of funds made available is of a sizeable amount, then new projects could be considered.
  - iii) Once this is done the project could move funding for an approved phase one more time before it is considered for withdrawal of funding.
  - iv) If phases of the projects move beyond the final year of the TIP (2012) into MYB, the funding for those MYB phases will be withdrawn. Sponsor will need to reapply at the appropriate time for funding.
- 2) For projects programmed FFY 2007 and later
  - a) Projects approved only for phase I engineering would have only one fiscal year to initiate phase I with a job number request form submitted to IDOT or a FTA grant agreement. Failure to do so would cause funding to be considered for withdrawal from the project. This decision will be by recommendation of the CMAQ Project Selection Committee to the Transportation Committee.
  - b) Projects programmed in the multi-year programming with phases beyond phase I engineering could move funding to new fiscal years only once. The exception to this rule is if the moving of a phase to a new fiscal year is the direct result of actions out of the control of the sponsor. Funding will be considered for withdrawal if the funding is not obligated in that new fiscal year.
- 3) Review of projects with phases in the annual element would be conducted in May and October.
  - a) Projects that will not obligate their annual element phase by the end of the fiscal year will be able to use their one time adjustment to their project schedule.
    - i) If the phase is phase I engineering, however, the phase still must be initiated by the end of the fiscal year.
    - ii) Projects that have already adjusted their schedule once will be considered for withdrawal of funding if the additional delay is not the direct result of actions out of the sponsor's control.
  - b) Funds freed up by schedule adjustments will be reprogrammed
    - i) Funds available for reprogramming will be considered for cost increases as needed.
    - ii) In May, projects included in the "B" list will be reviewed to identify candidates for programming the funds.
    - iii) In October, new projects from the just-completed programming cycle will be reviewed for programming the funds.
  - c) Job number requests forms are required to have been submitted to IDOT by the time of the May review for non-transit projects. Grant applications are required to have been submitted to FTA by the time of the May review for transit projects.



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## MEMORANDUM

**To:** Transportation Committee

**Date:** February 27, 2009

**From:** Doug Ferguson, CMAQ Project Manager

**Re:** CMAQ Bicycle and Pedestrian Project Ranking Methodologies

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The CMAQ Project Selection Committee requests your consideration of modifications to the project ranking methodologies now employed by the CMAQ Project Selection Committee. Over the past several selection cycles, concerns have been raised regarding the project selections of bicycle and pedestrian projects. Staff suggested that the best way to address concerns about project selection was to improve the ranking process to assure that project rankings used the best information available.

The Bicycle and Pedestrian Task Force selected a subcommittee to draft recommendations for project ranking improvements. At its February meeting, the Bicycle and Pedestrian Task Force recommended CMAQ Project Selection Committee consideration of the attached recommendations. The CMAQ Project Selection Committee reviewed the changes and is requesting that the Transportation Committee recommend Policy Committee and Board approval.

Implementation of the recommended changes would take place in stages, pending the availability of research and review by the CMAQ Project Selection Committee, as appropriate. At this time, staff recommends the following staging for implementation, following Policy Committee approval:

1. The following changes are recommended to be included in all rankings for FY 2010 and beyond:

I.B.1. Pedestrian Project Rankings: Improve Analytical Basis by Reducing Area Impacted to 0.5 Mile on Either Side of Proposed Facility

II.A.2. Bicycle Project Rankings: Principle to Review On-Street Alternatives

2. To address the following recommendations, 2010 project rankings will be conducted using current ranking procedures alongside rankings addressing the recommendations. Full implementation will occur in 2011 project selection:

I.A.1. Pedestrian Project Rankings: Principle to Include Transit Access in Ranking Methodology

I.A.2. Pedestrian Project Rankings: Principle to Serve the Greatest Number of People by Identifying Origins and Destinations

II.A.1. Bicycle Project Rankings: Principle to Prioritize the Development of a Bikeway Network

II.A.3. Bicycle Project Rankings: Principle to Serve the Greatest Number of People by Identifying Origins and Destinations (Including Transit Access).

3. To address the following recommendations, staff will modify the call for projects in for FY 2011, and implement the change for that project call and beyond:

I.A.3. Pedestrian Project Rankings: Principle to Target Arterials and Collectors for Pedestrian Projects

4. To address the following recommendations, CMAP staff will engage in further research and will implement improved ranking procedures as appropriate no sooner than FY 2011 project rankings:

I.B.2. Pedestrian Project Rankings: Improve Analytical Basis for Spot Projects

II.B.1. Bicycle Project Rankings: Improve Analytical Basis for Spot Projects

The full text and explanations of the recommendations follow. The recommendations reflect the fact that while walking and bicycling travel choices are important for all locations and trips, there is a greater regional interest in some classes of walking and bicycling projects, and that these greater interests should be reflected in project rankings used for regional programming decisions.

## I. Considerations for Pedestrian Project Rankings

Reference	Recommendation	Commentary
I.A.1. Principle to Include Transit Access in Ranking Methodology	In programming for the FY 2010 call for projects and beyond, revise the pedestrian project ranking methodology to include transit access trips as part of the destinations served by a pedestrian project.	Concern has been expressed at many levels that a regional priority for CMAQ-funded pedestrian projects should be pedestrian access to transit services. The Methodology Work Group felt that the most equitable way to do this was to assure that the rankings reflected transit access. They do not now reflect transit access. CMAP has obtained the CTA bus stop file, is preparing a request for Pace Bus stops, and has station locations, all with boardings.
I.A.2 Principle to Serve the Greatest Number of People by Identifying Origins and Destinations.	In programming for the FY 2010 call for projects and beyond, include the origins and destinations for trips in ranking methodology, rather than just trip origins.	Concern has been expressed that the current CMAQ pedestrian ranking methodology favors local neighborhood sidewalk projects. Population is included in the rankings, but employees are not. Since trips require origins and destinations, ranking procedures should evaluate both ends. This will likely favor more balanced projects.
I.A.3. Principle to Target Arterials and Collectors for Pedestrian Projects	In programming for the FY 2011 call for projects and beyond, do not select projects primarily on local streets.	Concern has been expressed that the current CMAQ pedestrian ranking methodology favors local neighborhood sidewalk projects. This proposal addresses that issue directly. The intent is to focus primarily on travel along and across roads functionally classed as collector and above, where many travel destinations occur, but where there are many missing links in pedestrian infrastructure.

Reference	Recommendation	Commentary
I.B.1. Improve Analytical Basis by Reducing Area Impacted to 0.5 Mile on Either Side of Proposed Facility	Beginning with the analysis of FY 2010 projects, reduce the area considered in ranking pedestrian projects from 1 mile on either side of a proposed project to 0.5 miles on either side of a proposed facility.	The 1-mile buffer area now considered for pedestrian projects was adopted from the bike facility analysis used as the original model for project ranking. However, given what we now know about pedestrian behavior, a new facility is unlikely to affect trips more than a 10-minute walk away (½ mile). This is also consistent with rail transit access trips, which are typically up to ½ mile.
I.B.2. Improve Analytical Basis for Spot Projects	Establish an improved ranking mechanism for spot pedestrian improvements, e.g., bridges, signal improvements, new signalized crossings, etc. [requires research]	The current methodology was designed for corridor pedestrian improvements. Given the buffer of such projects, the current method may misrepresent the air quality and congestion mitigation benefits.

#### I. Considerations for Bicycle Project Rankings

Reference	Recommendation	Commentary
II.A.1. Principle to Prioritize the Development of a Bikeway Network	In programming for the FY 2010 call for projects and beyond, prioritize bicycle projects extending or connected to existing facilities or important bicycle destinations.	The region has been criticized for building “bike trails to nowhere.” We need to assure that the facilities we build enhance regional bikeway connectivity and facilitate trip-making.

Reference	Recommendation	Commentary
II.A.2. Principle to Review On-Street Alternatives	In programming bicycle facility projects for the FY 2010 call for projects and beyond, select (1) bicycle facilities where alternative on-street facilities with a "Bicycle Level of Service B" or higher (as defined in Soles and Spokes Existing Conditions Report) is not achievable, OR significant bicycle facilities meeting one of the following criteria: (a) more than one-mile in length, (b) included in the Regional Greenways and Trails Plan, or (c) included in a subregional bikeways plan.	The CMAQ staff is collecting information relative to alternatives to off-street bikeways. However, several regional and subregional plans have preferences for off-street facilities. The proposed principle establishes a balance between on-and off-street facilities, consistent with adopted plans.
II.A.3. Principle to Serve the Greatest Number of People by Identifying Origins and Destinations (Including Transit Access).	In programming for the FY 2010 call for projects and beyond, include the origins and destinations (including transit access) for trips in the ranking methodology, rather than just trip origins.	Concern has been expressed that the current CMAQ bicycle ranking methodology does not account for destinations, including transit services. Population is included in the rankings, but employees are not. Since trips require origins and destinations, ranking procedures should evaluate both ends. This will likely favor more balanced projects.
II.B.1. Improve Analytical Basis for Spot Projects	Establish an improved ranking mechanism for spot bicycle improvements, e.g., bridges, signal improvements, new signalized crossings, etc. [requires research]	The current methodology was designed for corridor bicycle improvements. Given the buffer of such projects, the current method may misrepresent the benefits.

###